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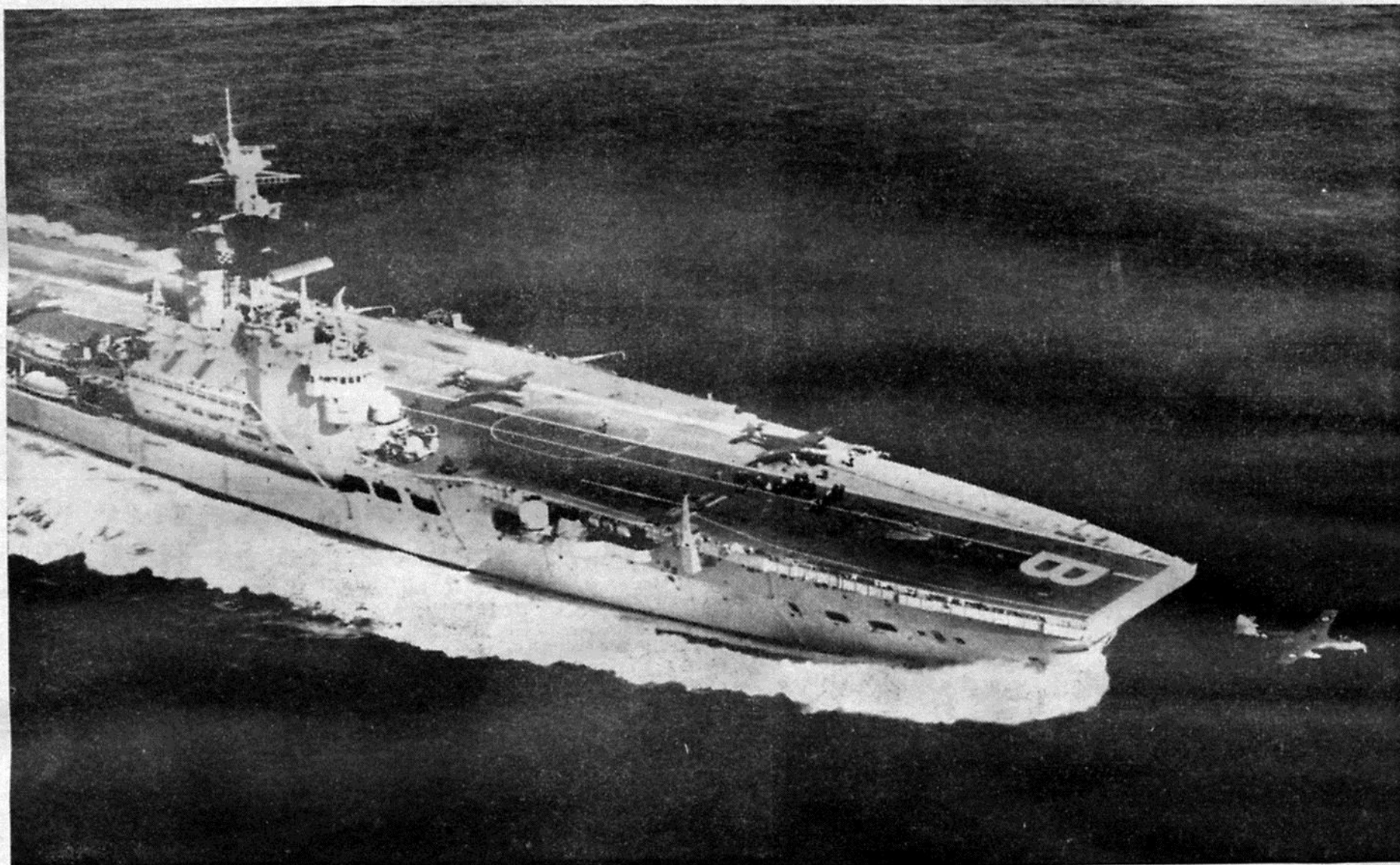
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No. 15 AUGUST 1955

The Official Newspaper of the Portsmouth Command

Price Threepence

SEA HAWK LEAVING BULWARK



This unique picture shows a Sea Hawk just leaving the flight deck of H.M.S. Bulwark when jet aircraft took off from the carrier in Oslo Fiord in anchor formation and some of the pilots gave a demonstration of formation aerobatics over Oslo

LIME GROVE VISITS BULWARK

H.M.S. BULWARK, the Navy's latest Light Fleet carrier—commanded by Capt. J. M. Villiers, O.B.E., Royal Navy—was invaded by Lime Grove, London, from Wednesday to Friday, July 6-8, and so became Britain's Largest and Heaviest T.V. star.

The idea of these programmes produced by Alan Chivers was to show the people of Britain, or at least the nine million viewers of Britain, the vast and intricate organisation of a modern aircraft carrier—operating aircraft and what goes on between decks. Viewers on the first two days got as close a look at aircraft actually operating from a carrier as is ever likely to be presented to them.

On the first day the emphasis was on how the tricky problem of operating planes from such a small deck had been solved. Viewers saw Sea Venoms of 809 and 891 Squadrons squirted off the catapults, saw the angled deck, the new Deck Landing Mirror Aid and the detail of how a Sea Hawk hooks a wire on landing. A quick look into the future was given by the new De Havilland swept-wing fighter which was seen making a quick bounce on deck. Four Gannets of 824 Squadron also participated, and one, which made a dirty dart at the island, made more than a few viewers sit up and take notice.

Thursday's programme included the recovery by helicopter of a B.B.C.

commentator in a dinghy using the net device. The commentator, Mr. Berkely Smith, who was to have given a commentary, failed to do so when his microphone connection broke. His colleague, Mr. Richard Dimbleby, came to his rescue, and also described to viewers the attack on H.M.S. Saintes by Sea Hawks which had earlier been catapulted from Bulwark's flight deck.

Then on Friday, July 8, the ship came up Portsmouth Harbour to "X" moorings, and from here the ship's company was joined by a large T.V. audience, to see "Lower the Gangway." The show was presented in the after lift by Eric Barker, The T.V. Toppers, Jill Day, David Berglas, Fred Emney, and a Dance Orchestra conducted by Steve Race. It was a great success. There is no doubt that these "outside broadcasts" are a most important part of T.V.

Sunday, July 3, the ship's chapel was dedicated by the Chaplain of the Fleet, The Venerable the Archdeacon F. N. Chamberlain, C.B., O.B.E., M.A., A.K.C., Q.H., Ch. The service was attended by the Commander-in-Chief and Lady Creasy, Flag Officer Air Home and thirty-seven officers and men of the ship's company. The church on board is named after St. Michael. The reason for delay in having the service was due to the fact that the Chaplain of the Fleet could not visit the ship prior to this date.

Drafting Forecast

COMMISSIONING PROGRAMME

FOR GENERAL SERVICE (Ships commissioning at Portsmouth)

August 16: H.M.S. Saintes* (Mediterranean/Home Fleet).

September 2: H.M.S. Protector* (General Service Commission for 12 months only: for service in Falkland Islands Dependencies during the southern summer).

October 4: H.M.S. Kenya* (A. & W.I./Home Fleet).

November 8: H.M.S. Undine (Mediterranean/Home Fleet).

November 23: H.M.S. Chevron (Mediterranean/Home Fleet).

November 23: H.M.S. Chaplet (Mediterranean/Home Fleet).

FOR FOREIGN SERVICE

Mid-November: H.M.S. Newcastle—Commissioning at Singapore for Far East Station.

Early December: H.M.S. Modeste—Commissioning at Singapore for Far East Station.

FOR LOCAL FOREIGN SERVICE

During the summer: 108th Mine-sweeping Squadron*—Commissioning in U.K. for service at Malta.

NOTE.—The ship's companies of ships marked * have been completed and no further volunteers can be accepted.



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PORTSMOUTH Navy News

EDITOR
Rev. W. J. E. Tregenna-Piggott, O.B.E., R.N.,
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 74571 (Ext. 2913)

EDITORIAL

A YEAR ago we stated the Admiralty's policy and determination to build married quarters in the Portsmouth Command. Now, after many delays and set-backs, due to a large extent to the climatic conditions, the great estate at Paulsgrove is near completion, and in this issue we are proud to record the opening of some of these houses by the Commander-in-Chief, and to show photographs which give a good impression of the interiors.

The Admiralty is energetically fulfilling its promises to provide as many married quarters as possible.

THE ROYAL NAVY gives a welcome to the many people who will be visiting H.M. ships during the August Bank Holiday. They can be assured of every attention from ships' companies, and we hope they will have a memorable visit.

Letters to the Editor

DEAR SIR.—Thank you very much for sending the "Naval News" for the past year, and I am looking forward to receiving it for the next year, so am enclosing 4/6 P.O. I did not fill in form, as I did not want to "disable" the paper, as I pass it on to an old pensioner, where it eventually finds its way into a men's ward in a hospital.

Yours faithfully,
C.C.

"Scale of Fees"

DEAR SIR.—You published in your last edition the scale of fees in the R.N. and R.M. Maternity Home ranging from £11 10s. 0d. to £17 10s. 0d., depending on the rate of the husband. You did not say what we get for this; is it per week, and do we have to pay a confinement fee as well?

A YOUNG NAVAL WIFE.

Answer: The fee for the R.N. and R.M. Maternity Home covers the confinement fee and 14 days in the Home, and, as the article said, there are no extras.

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WHALEY TOURNAMENT

THE ANNUAL Whale Island Tournament was held on Whale Island Parade ground on Wednesday, July 6. Tournaments of this nature have been held at Whale Island for the past fifty years and have been known as either Field Gun Day, Brickwoods Day or now as the Whale Island Tournament. The first displays consisted of a Dress Rehearsal for the Naval Field Gun crew before it performed at the Royal Tournament at Olympia. The first addition to this was a Field Gun Competition for Young Officers and Ratings in the Portsmouth Command. This was greatly encouraged by the presentation of a magnificent Trophy by Sir John Brickwood in 1907 for the winning crew, and the event then changed its name to Brickwood's Day.

Date Changed

The date for holding Brickwood's Day was changed from late May to early July to try and ensure good weather, and this meant that the Royal Tournament Crew, the foundation members, could no longer take part. With this change came the alteration in name to the Whale Island Tournament.

This year the weather was perfect resulting in a large number of spectators being present, in the neighbourhood of 6,000.

Prior to the start of the Tournament spectators were entertained by an impromptu item, consisting of a number of helicopters flying low in formation over the parade ground. They were, in fact, practising for Lee's Air Display and very conveniently provided an excellent curtain raiser for Whale Island's Tournament.

Win for H.M.S. Excellent

The Tournament opened with the arrival of the Commander-in-Chief, Portsmouth, Admiral of the Fleet Sir George Creasy, who was received by a Guard formed up on the parade ground. The first actual event was the final of the Young Seamen's Field Gun competition. This was very closely contested and was won by H.M.S. Excellent with the Royal Marine crew from Eastney Barracks a close second.

This was followed by a display by the Royal Marine Boy Cadet Drum and Fife Band. This item has always been a very popular item with the spectators, and this year was no exception. The performance of the diminutive triangle player with his apparently vast peaked hat, completely stole the show. The Cadets' Band was immediately followed on by the Cadets' Field Gun crews competing for the Albion Cup. All crews showed considerable dash and enthusiasm in their drill with their miniature field guns.

After a very exciting race the first over the line was the Crew from Royal Naval Barracks with H.M.S. Excellent close on their heels.

A drill display by the Commissioned Gunners and Gunnery Instructors Qualifying provided the next event. The whole of this display was performed without any orders being given and their efforts were warmly applauded by the spectators. The Drill Squad included Petty Officers from India, Canada, New Zealand and Great Britain.

Following the drill squad, a most effective display was given by the Girl and Boy Cadets of H.M.S. Excellent of Musical Semaphore, spelling out their message to the strains of a Veleta played by Royal Marine Band.

The Officers' Field Gun competition for the Sub Lieutenants' Cup which followed provided an exciting run, being won by H.M.S. Dryad with H.M.S. Collingwood's crew second.

125th Anniversary

This year marks the 125th anniversary of the foundation of H.M.S. Excellent as a Gunnery Training Establishment for the Royal Navy. To commemorate this the next item took the form of a small tableau depicting the growth of Whale Island as a Gunnery training establishment, and the advancement of Naval Weapons throughout the years. Old time guns' crews were shown including a crew manning one of the old 12-pdr. field guns used at the relief of Ladysmith. Air weapons, now a responsibility of the Gunnery Branch, were demonstrated by a mock attack on a model ship by three Sea Hornets from the R.N. Air Station, Ford, diving low over the arena; the ship eventually blowing up in a cloud of smoke. The climax of the tableau was a peep into the not too distant future when the navy may be handling Guided Missiles. This took the form of a comic turn where a two-man "Guided Missile" chased an enemy ship around the arena, finally bringing about its final destruction accompanied by a loud explosion and volumes of smoke.

The next item, the Field Gun run between the winners and runners-up of the Officers' and Seamen's crews for the Brickwood Trophy provided much excitement. It looked as if it was going to be a very close finish between the Seamen's crew from H.M.S. Excellent and the crew from Royal Marine Barracks Eastney, until the Royal Marine Crew had a stroke of bad luck on their run back, their gun coming unhitched from the limber. In winning this event, the Excellent crew put up the fastest time of 1 minute 47.5 seconds, so also winning the Willis Trophy.

Massed Bands Display

The displays were concluded by a Massed Band display by the Royal Marine Bands of H.M.S. Victory and Air Command and the Corps of Drums from the Royal Marine Barracks Eastney.

After the finale, in which all competitors and performers took part, the prizes were presented to the winning crews by the Commander-in-Chief, the Brickwood Trophy being presented by Sir Ruper Brickwood.

On completion of the Tournament tea was served to a large number of guests on the upper lawn and in the drill shed. A large number of the spectators took the opportunity of walking round the Whale Island gardens, which were looking their best, being a credit to the grounds officer and his staff.

Results of Field Gun Competitions

Young Seamen for Loader Cup.—1st H.M.S. Excellent, 1 min. 42 secs.; 2nd Royal Marines, 1 min. 45.5 secs.

Cadets for the Albion Cup.—1st Royal Naval Barracks, 1 min. 31.6 secs.; 2nd H.M.S. Excellent, 1 min. 36 secs.

Officers for the Sub-Lieutenants Cup.—1st H.M.S. Dryad, 1 min. 48 secs.; 2nd H.M.S. Collingwood, 1 min. 48.2 secs.

Officers and Ratings for Brickwood Trophy.—1st H.M.S. Excellent (Ratings), 1 min. 40.75 secs.; 2nd H.M.S. Collingwood, 1 min. 44.4 secs.

Willis Trophy for Fastest Run.—H.M.S. Excellent (Ratings), 1 min. 40.75 secs.

VICTORY GALA

THE OPENING of the Gala was performed by the vivacious star of stage, radio and television, Miss Eve Boswell. It was a magnificent start to an afternoon full of amusement for people of all ages.

H.M.S. SIDON DEPENDANTS' FUND

THIS FUND has been opened by the Mayor of Weymouth, and the Chairman of the Portland Urban District Council.

A celebrity concert, with Norman Wisdom as the main attraction, resulted in a net sum of over £1,000.

Contributions may be made direct, either to the Mayor of Weymouth, or to the Chairman of the Portland U.D.C.

Of those who died, nine left widows.

Of all the sideshows the Crockery Show was probably the most popular. This drew a very large gathering, both of participants and broken plates. Another side show which proved very popular was the Cake Judging contest. The contestants had to guess the weight of the cake. Miss P. M. Hague's guess was the closest, that of 9 lb. 7½ ozs. In fact it weighed 9 lb. 10 ozs. But her estimation won her the competition and the cake.

In the Treasure Hunt four people were prize winners, they were:—
Adults: 1st Mr. Redford; 2nd Mr. Haskell. Children: 1st G. Gunston; 2nd D. Crook.

Scott's Discovery Commissioned as H.M. Ship

THE ROYAL Research Ship Discovery, in which Capt. Scott made one of his Antarctic expeditions, has recently been transferred from the Boy Scouts Association to the Admiralty.

The ship will be used as an additional drill ship for London Division, R.N.V.R. (at present served by H.M.S. President and H.M.S. Chrysanthemum), and will fly the White Ensign as H.M.S. Discovery. She has been refitted and adapted for use by the R.N.V.R., and is berthed in King's Reach, alongside the Victoria Embankment.

A combined commissioning and handing-over ceremony was held on the evening of Wednesday, July 20. The ceremony, which lasted about three-quarters of an hour, was attended by members of the Board of Admiralty and the Boy Scouts Association. A guard from London Division, R.N.V.R., and a Royal Marine Band were present.

During the ceremony the flag of the Admiral Commanding Reserves (Vice-Admiral J. W. Cuthbert, C.B.,

British Warships Exercise in Yugoslav Waters

THE COMBINED exercise in which British and Yugoslav warships took part during a visit of ships of the British Mediterranean Fleet Flotilla Command to Yugoslav waters was held in the area of Split between July 15—30. One destroyer, several patrol ships and motor torpedo boats of the Yugoslav Navy and several destroyers and submarines of the British Mediterranean Fleet participated.

These combined exercises had an entirely training character; their aim being to train forces in anti-submarine defence and against attacks by fast patrol boats.

During the time the British ships were at Split, calls were exchanged between the Senior British Naval Officer and the Commander-in-Chief of the Yugoslav Navy, and informal calls were also made between the ships present. There were sporting events between the companies of British and Yugoslav ships.

BUYING A HOUSE?

See Page 11

The Flower, Fruit, Produce and Handicrafts show, brought an excellent display of exhibits, which were with great difficulty judged.

The races which were held in the wardroom grounds, were a centre of great excitement. Many of the kiddies in their races were away before the gun. But under the expert guidance of the officers and men of Anson Group, not many false starts were left unnoticed.

The adult races were very well attended, but many of the spectators were a little shy in disclosing their ages in the over 35 race. But this was overcome and a large number entered for the race.

Competition Fun

The Ankle and Knobby Knees Competitions were causes of great hilarity. Miss Boswell with great skill entered the Ankle contest unseen, and was acclaimed by the Commodore and the other two judges to be a clear winner.

The Knobby Knees were much harder to judge, but however a winner was found. And the knees of P.O. W. R. Lonsdale were adjudged the knobbliest.

In the final of the Inter-Divisional tug-of-war, Howe, the more co-ordinated of the two sides, won by two straight pulls.

The field gun display by the cadets of H.M.S. Victory and H.M.S. Vernon was very well done. But the Victory cadets were faster and more organised and won fairly easily.

This was followed by the prize giving. The prizes being given away by Mrs. C. L. G. Evans, wife of Commodore C. L. G. Evans, C.B.E., D.S.O., D.S.C.

The Gala ended with the Beating of Retreat by the combined bands of the Bluejackets and The Royal Marines.

C.B.E.), was broken in the Discovery. Admiralty approval has been given for the Admiral Commanding Reserves to fly his flag as a symbol of his authority over the R.N.R., R.N.V.R. (both General Service and Air Divisions), R.N.V.(W.)R., W.R.N.V.R., certain aspects of the Sea Cadet Corps and the Naval sections of the Combined Cadet Force. H.M.S. Discovery has been chosen to wear the flag because she is not solely identified with the R.N.V.R., but has a wider association with the training of young men in the seafaring and adventurous tradition.

The wardroom and cabins of the Discovery have been preserved intact, and when the London Division has settled in they will be open to the public at certain hours.

Arrangements have been made for the Boy Scouts Association to continue to use the ship at week-ends, and to moor their boats alongside her.

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MARRIED QUARTERS

TO MARK the completion of the first permanent married quarters to be completed under the Home Ports Married Quarters building programme at Portsmouth and, indeed, the first at any port under this scheme, the Commander-in-Chief (Admiral of the Fleet Sir George E. Creasy, G.C.B., C.B.E., D.S.O., M.V.O.), accompanied by Lady Creasy, visited the Paulsgrove estate on Wednesday, July 27, to meet the first tenants and view the building progress. On arrival they were met by the Superintending Civil Engineer (Mr. A. F. Dobson, M.A., A.M.I.C.E.), and Mr. J. C. Nicholls of Messrs. Nicholls of Cosham, the contractors, and members of their staffs.

After these introductions the occupant of the first house to be completed, C.P.O. Writer R. Broadway, invited the Commander-in-Chief and Lady Creasy to look over his house. After a complete tour of this house, the Commander-in-Chief and Lady Creasy met the occupants and families of the other five completed houses, C.P.O. Tel. A. F. Barnden, P.O.M.(E) A.C. Dean, P.O. Tel. R. Watkins, Ldg. Cook A. L. Jones, and A.B. J. Clench. After a tour of the remainder of the site to view the building progress of the 130 houses so far approved for this site, they took tea with Mrs. Broadway and on departure Lady Creasy was presented with a bouquet.

This event is a landmark in the building programme of 1,250 ratings' married quarters at Portsmouth. Houses will be coming "off the line" regularly at Paulsgrove from now on. Other estates will follow to make an ever-increasing flow until the programme is completed.

Ground Floor

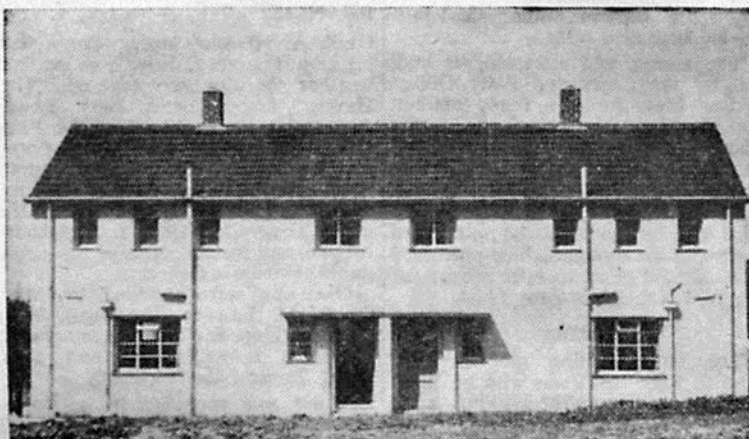
The houses so far completed at Paulsgrove are of the three-bedroomed type built in pairs. There will later be another type of semi-detached house and two types of blocks of four houses, each type designed so that the principal rooms get as much sun and light as possible.

Entering by the front door, the first thing that one would notice, if one looked carefully, is that the door is fitted with draught-excluding metal strip. This should be a great boon in winter, and with the use of the electric convector heater in the hall the house should be generally warm.

Opposite the front door is the door to the lounge which has a window overlooking the back garden. It has an all-night grate fitted with a back boiler for heating the domestic hot water supply. The principal furniture consists of a settee, two easy chairs, two fireside chairs, carpet and an occasional table. Overcases are supplied for the settee and easy chairs. There is a special plug for the radio.

The dining-room is at the front of the house and is heated by a fitted electric radiator. Dining table, dining chairs and sideboard are provided.

From the dining-room double doors lead into the extremely well-fitted-out kitchen. It is light and airy and very well equipped with cupboards and shelves. Cooking is by gas and there



Front view of typical three-bedroomed house

is also a gas boiler. A complete set of cutlery, crockery and kitchen utensils is provided.

Immediately opposite the back door is the store designed to take the pram, bicycles, garden tools, etc., and a separate fuel store.

The garden has been kept within the capacity of the average man but will be found capable of producing quite a good crop of flowers or vegetables. The front garden will be laid down to grass but the occupant can do as he wishes at the back. There is a concrete path round the house and also along the route of the clothes line. A post has been put in for the clothes line.

First Floor

Returning to the house to go upstairs one passes the very useful cupboard under the stairs. The stairs and landing are fitted with stair carpet.

Upstairs there are two double and one single bedroom. The two principal bedrooms are at the rear of the house, and the small one at the front. All bedrooms have generous fitted hanging cupboards and are fully furnished with the usual bedroom furniture. Bedding, other than linen, is also supplied.

The bath is built in and the wall above it is tiled. There is a separate w.c.

The airing cupboard is well fitted with shelves and should prove very adequate for its purpose. The tank is fitted with an immersion heater controlled from the kitchen. This will provide the hot water when the lounge fire is not in use or boost the supply at other times.

On the ground floor the floors are of thermoplastic tiles or similar plastic covering. These floors are easy to clean and take a good polish. The upper floor is covered with linoleum and mats are supplied in the bedrooms. There are power points in all rooms and curtains to all windows.

The family that moves into one of these houses will have to bring little household gear with them. All that is required is sheets, pillow cases, table cloths and cleaning gear (brushes, brooms, etc.).

The houses are built on the slopes of Portsdown Hill and many of them

command a fine view over Portchester Harbour as well as over the hill. The hill provides a safe place where children can play.

Amenities

During the planning stage attention has been paid to such matters as buses, shopping, schooling, and so on. There is a good bus route from Jubilee Avenue to Portsmouth and a new bus route higher up the hill has recently been started which should be useful to those living in the north-eastern part of the estate. Portchester railway station is about half a mile away and there are the bus routes on the main Portsmouth-Fareham road.

There are a number of shops close by and travelling tradesmen visit the area. The Portchester shops are not very far away.

Schools

There is an excellent group of schools in Jubilee Road which takes children of all ages. They are some of the most modern and best equipped in the whole country. The writer was privileged to be shown over and can only say that the child who attends one of these schools is indeed lucky. All the classrooms face south and are extremely light and airy, the assembly hall to seat 600 has a full-sized stage completely fitted out, the gymnasium are magnificent and superbly equipped and the changing rooms are excellent. For those who have their dinner at school there is a fine dining-hall where the children sit at properly laid tables for four. The kitchen is spotless and has the most modern equipment. For the girls there is a specially fitted out flat and two specially equipped classrooms where they are taught housecraft. There are good playing grounds and the flower beds round the buildings are well maintained. It is very doubtful whether the most expensive of public schools is so well housed and equipped.

At present the school also acts as a social centre for the neighbourhood but a space has been left on the Admiralty site for a Church hall to be built at a later date. There is a modern "pub" close by where father can refresh himself after his gardening.

The first houses to be completed at Paulsgrove and other estates will be of the three-bedroomed type and it will therefore be the policy to allocate them to those at the top of the roster who have children. For others, there will be hirings for the time being and, later, two-bedroomed flats.

Next month it is hoped to announce that the first house at the estate at Brockhurst has been occupied.

There has been good progress during the month both at Brockhurst and at Eastney and a start has been made on the estate of 144 three-bedroomed houses at Rowner. For the programme of 1,250 ratings' houses, this leaves estates at Gosport, Stanshaw and Purbrook to be started—it is hoped to do so before the end of the year.

Officers

So far as officers' houses are concerned, the news is not quite so good. A shortage of materials has delayed both the houses in Old Portsmouth and the houses at Drayton. At the latter there was also some damage caused by the thunderstorm on July 14. It is hoped, however, that the flats and houses in Old Portsmouth will become available in October.

The progress with hirings has not been spectacular during the last month owing to the difficulty of finding suitable houses and flats to rent. It is hoped that this position will improve after the summer holiday season for the ceiling number approved by the Admiralty has not yet been reached.

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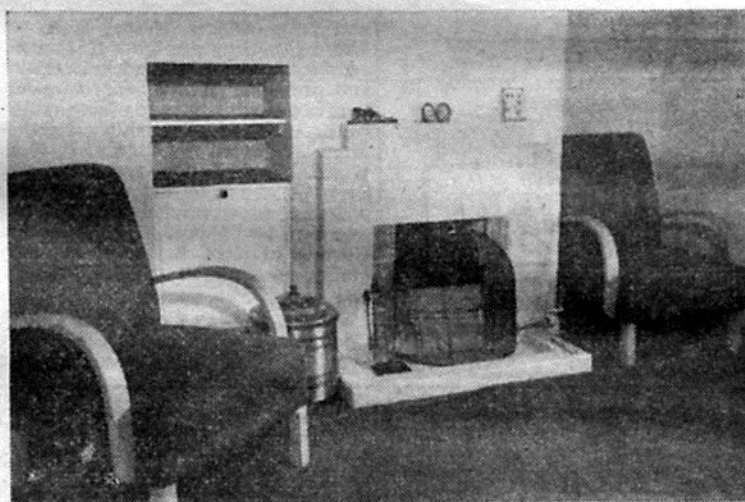
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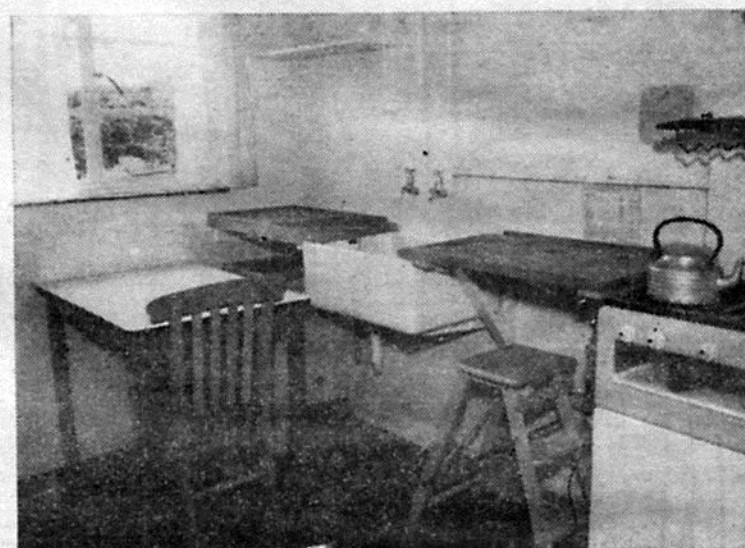


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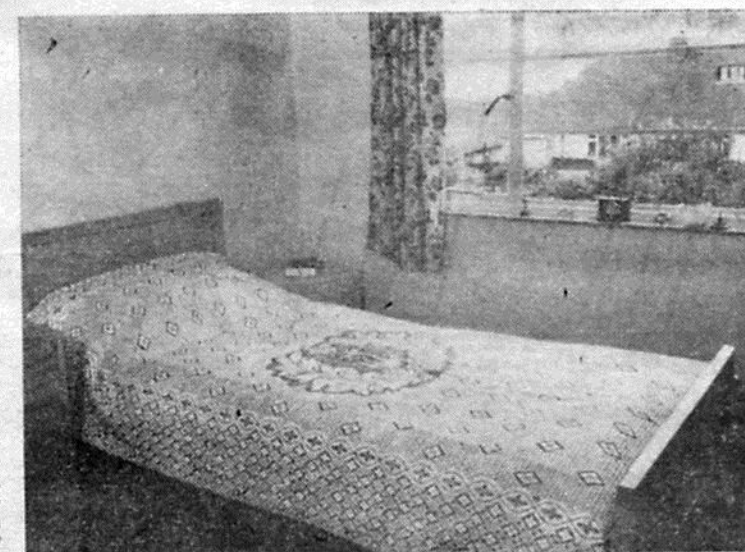
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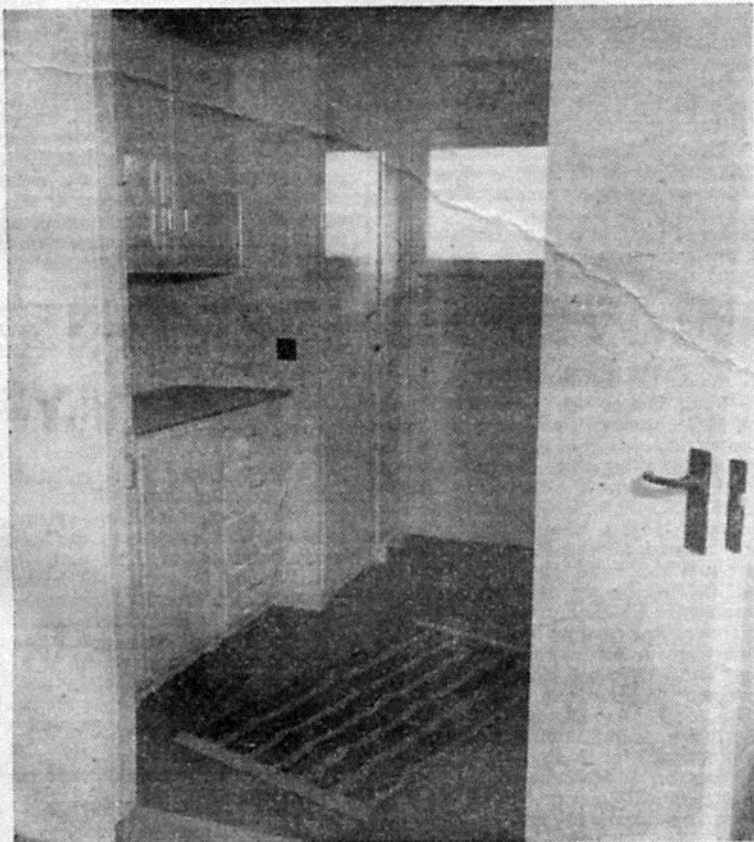
Lounge



Kitchen



Bedroom



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W.R.N.S. NOTES . . .

Visit by the Director W.R.N.S. ON JULY 12, 1955, the Director W.R.N.S., Miss N. M. Robertson, paid a visit to Portsmouth Command, and called on the Captain, H.M.S. Collingwood, and visited the W.R.N.S. quarters and departments where Wrens are employed. She spent the afternoon at Fort Purbrook and in H.M.S. Dryad, where she watched Wren radar plot ratings at their work.

In the evening of the same day the W.R.N.S. officers in the Duchess of Kent Barracks had the honour of entertaining the Director and Chief Officer S. H. Broster to dinner in the wardroom.

The following day the Director called on the Flag Officer Submarines in Fort Blockhouse.

Exercise "Shopwindow"

Two W.R.N.S. officers and fifty W.R.N.S. ratings from Portsmouth and Air Command, were invited on board H.M.S. Centaur for exercise "Shopwindow." The W.R.N.S., together with the Senior War Course, were divided into parties and taken on a tour of the ship. Various demonstrations then followed, ending with a most impressive flying display. The whole W.R.N.S. contingent thoroughly enjoyed and very much appreciated this unique opportunity of spending a day at sea.

W.R.N.S. Benevolent Trust

A very successful Bazaar in aid of the W.R.N.S. Benevolent Trust was held in the W.R.N.S. Quarters, H.M.S. Mercury on Tuesday, July 5. A profit of fifty pounds was made. The Chief and Petty Officer Wrens' Mess, the Ship's Company and Part II Trainees combined to produce an entertaining and profitable bazaar. Approximately twenty pounds was made from raffles, which included a secondhand radio-gram presented by ex-Chief Wren Walsh, Steward (O), and who now lives in the Channel Islands. This proved a most popular raffle and was won by Third Officer M. L. Shearmur, Duchess of Kent Barracks, who very kindly presented it to the W.R.N.S. ratings in H.M.S. Victory.

A cake made by Chief Wren Gould, Cook (S), a baby's smock made by Leading Wren Fitton, and a table

lamp made and presented by Mr. Smith, a civilian motor transport driver, were also raffled.

The sweets and refreshments stall run by the Chief and Petty Officer Wrens' Mess found a ready market, and the fun fair organised by the Ship's Company and trainees was well supported. Several prizes for the side shows were presented by kind donors.

The W.R.N.S. Unit in H.M.S. Mercury is to be congratulated on its hard work and the thought which prompted this splendid effort to raise money for the W.R.N.S. Benevolent Trust.

Sailing

The ladies sailing race for the English Rose Bowl was won by Wren J. Clegg, a telegraphist working in the Portsmouth W/T Office. Wren Clegg qualified for a coxswain's ticket earlier this year.

Wren D. Walser, a Radar Plot Wren employed in H.M.S. Dryad, was selected as part of the crew of the establishment's yacht Capella which was entered for the Royal Ocean Racing Club's race from Cowes to Dinard during July. The result of the race is not yet to hand.

Beauty Culture Lecture

Mrs. Steer, of the National Beauty Advisory Council, gave a beauty lecture and demonstration in the W.R.N.S. Quarters on Wednesday, July 6. This proved very popular and it is hoped to have a further visit from Mrs. Steer later in the year.

Royal National Life Boat Institution

A number of W.R.N.S. officers and ratings volunteered to sell flags in aid of the Royal National Life Boat Institution on June 30, 1955. A large party supported the tent on the Hard and the Wrens serving in R.M.B., Eastney, collected within their own establishment. It is not yet known how much was collected.

Plays

P.O. Wren B. Orme and Wren S. Hodge took part in the Victoria Barracks production of "George and Margaret," by Gerald Savory, of which two performances were given to the Officers, Ship's Company and friends.

H.M.S. Mercury's Ship's Variety Show took place on July 4 and 5 in the cinema. W.R.N.S. Officers and Ratings took part in the sketches, dances, imitations and songs. The hard work of all the cast and helpers resulted in a most entertaining and enjoyable show.

Last month H.M.S. Dryad's Amateur Dramatic Society presented two plays and kindly invited Wren Radar Plot ratings employed there to join the cast of each play.

Wren D. Walser took the part of Doris in Noel Coward's comedy, "Fumed Oak"; previously she had taken part in Dryad's Drama Festival Production of "The Hollow," by Agatha Christie.

Wren C. O'Hare, an R/P Wren who has never acted before, successfully portrayed Elsie, the schoolgirl in the same play.

Wren U. Stewart, an R/P Wren on loan from H.M.S. Harrier, played the part of Topsy, a night club hostess, in "Two Gentlemen of Soho," by A. P. Herbert. Like Wren O'Hare this was her first experience of play-acting, and they are both to be congratulated on their performances.

Wren H. Kelsall, an R/P Wren, also on loan from H.M.S. Harrier, unseen but not unsung, gave valuable assistance back-stage with make-up, costumes and scenery.

Dances

The Senior W.R.N.S. ratings of the Duchess of Kent Barracks held a very successful dance in the Recreation Room during the month of June. Commodore and Mrs. Evans, Capt. and Mrs. Grant, Cdr. and Mrs. Muir, Lieut.-Cdr. and Mrs. Carpenter and Chief Officer S. H. Broster were among those present.

The W.R.N.S. Unit in H.M.S. Vernon gave a dance on Friday, July 1, which proved to be a great success. Preparations for the dance entailed a lot of hard work which was carried out most efficiently by members of the Committee. During the course of the evening a basket of fruit was raffled in aid of the W.R.N.S. Benevolent Trust and the proceeds, which amounted to five pounds, were most gratefully received by the Trust.

Farewells and Welcomes

The W.R.N.S. Unit in H.M.S. Collingwood were sorry to say good-bye to Chief Wren R. C. Dalley, Steward

Friendly Wives

GOSPORT AND FAREHAM BRANCH

OUR ANNUAL Garden Party was held on Thursday, July 7, in perfect weather in the grounds of "The Haven," Green Lane, Bury Road, Alverstoke, the residence of the Flag Officer Submarines. Among those present were the Mayoress of Gosport (Mrs. H. T. Rogers), the Deputy Mayoress (Mrs. A. J. Eales), the wife of the Town Clerk (Mrs. E. L. Addenbrooke) and the chaplains of the naval establishments in Gosport.

Guests were received by Mrs. G. B. H. Fawkes (President), Mrs. Orchard (Hon. and Gen. Secretary and Treasurer R.N.F.U.S.W.) and Mrs. H. M. Boxer (vice-President).

Music was provided by a Royal Marine band provided by Flag Officer, Air, and an exhibition of country dancing by Mrs. Rhoades troupe was much enjoyed.

Children were thrilled by a Punch and Judy show, following pony rides.

A vote of thanks to Rear-Admiral and Mrs. Fawkes was given by Mrs. Boxer and Mrs. Fawkes was presented with a box of chocolates.

On Wednesday, July 13, six of our members were the guests of the Trafalgar Club, and were taken by bus to their Annual General Meeting in London—they had a most enjoyable day.

On August Bank Holiday Saturday we shall be on duty once again at Navy Days Nursery.

There will be no meeting in August.

NORTH END BRANCH

FRIDAY, JULY 1, was the day fixed for our Garden Party which was to have been held in the Wallaby Garden at Whale Island—but unfortunately we were forced by the weather to hold it indoors in Fisher Hall. Mrs. Dimmock who was to have run the sports had to hastily devise a programme of indoor races and team games.

Prize winners were Mrs. A. M. Masters, Mrs. Olber, Mrs. Dukeman, Mrs. Boobier, Mrs. E. Packham, Mrs. Major, Mrs. Richards and Mrs. Dean.

The "Lucky Spot" competition was won by Mrs. J. M. Herniman.

Guessing the weight of a basket of luscious-looking fruit ended in a tie between 4 members, so the fruit was divided.

There was Fortune Telling by Mrs. Hastie. We were delighted to have as our guest, a former member, Mrs. Twiss, who gave away the prizes—she was presented with a bouquet by Master Michael Rutherford.

Tea was augmented with ice cream and strawberries.

On July 6, 40 members set out in two coaches to visit Fry's Factory near Bristol. We were blessed with a lovely day which enhanced the beautiful scenery of the drive. Stops were made at Winchester for "elevenses" and at Devizes for lunch and we reached Fry's at 2.30 p.m. We were shown all over the factory by guides in parties

(O), who is at present on re-engaging leave prior to a draft to H.M.S. Sea Eagle. She has been in charge of the Wardroom in Collingwood for just over two years and has now been relieved by Chief Wren M. C. Mac-Millan from H.M.S. Sea Eagle.

Leading Wren S. L. Sellwood, Cook (S), serving in H.M.S. Collingwood, who was their expert needlewoman and did so much towards the organisation of the Unit's Handicrafts exhibition last November, is at present on marriage leave prior to leaving the Service. The Wrens serving in Collingwood wish her every happiness in her new life and are sorry to see her go.

W.R.N.S. Officers

First Officer M. I. Talbot from H.M.S. President has recently been appointed to H.M.S. Victory additional for training. Second Officer M. C. Cheyney, Officer-in-Charge W.R.N.S., H.M.S. Vernon, was re-appointed last month and relieved by Second Officer E. E. C. Farmer from H.M.S. Pembroke. Second Officer C. R. Best on the Staff of the Commander-in-Chief, Portsmouth, left the Service last month prior to her marriage in August; she was relieved by Third Officer A. Martindell. Third Officer W. H. Ness relieved Third Officer J. A. Dunnicliffe, assistant secretary, H.M.S. Vernon, on her appointment to Malta, G.C. Third Officer S. M. Mair serving in H.M.S. Mercury will soon be leaving the Service on marriage and sailing for Australia; her place in Mercury has been taken by Third Officer R. A. Peacock.

of 10. It was all most interesting, Fry's special train with its own siding—the storerooms piled high with sacks of sugar and cocoa beans—we saw these beans being husked, roasted and ground—we watched the boxes, tins and cartons being made, and later being filled and packed. We saw all the different kinds of chocolates being made and in each different department were handed samples to taste. It took us until 4 p.m. to get round the factory, and we were informed we had walked a distance of 2½ miles. Before leaving we were entertained to tea in the canteen and each of us was presented with a tin containing a generous supply of samples to take home.

On the homeward journey a short stop was made at Bath to see the Roman Baths—and we stopped for supper at Salisbury. Our thanks are due to Mrs. Tearreau who arranged this very enjoyable outing.

A dozen of our members also joined the Vernon Branch on their outing last month to the Innoxia Factory at Islington which was most interesting and instructive.

There will be no meeting in August, but we will be taking our turn of duty in the crèche in the Dockyard during Navy Days.

H.M.S. VERNON BRANCH

THE H.M.S. VERNON Branch, R.N.F.U.S.W. met in the Wardroom Annexe, H.M.S. Vernon, on Wednesday, June 29, at 2.15 p.m. Mrs. J. Grant presided and Mrs. H. Wilkin, Vice-Chairman was also present.

This was the Annual General Meeting which was held in June this year instead of September. There were many nominations for the new Committee and the successful candidates were Mesdames Heath, Brewer, Marchant, Clark, Buck, Vass, Riley and Minchin.

The time taken to count the votes was enlivened by piano music by Mrs. J. Riley, after which tea was served by members of the Tea Committee.

A beautiful posy-ring presented by Mrs. J. Riley was raffled by Mrs. Brewer and won by Mrs. J. Grant. The sales table managed by Mrs. Walmsley was again a popular feature.

Members from the North End Branch joined the excursion to the Innoxia Factory at Islington on 22nd June. This was most interesting and a great success.

There will be no General Meeting in August but a sewing meeting will be held in the Wardroom Annexe on Wednesday, August 17, at 2.15 p.m. These meetings become increasingly important as the Sale of Work draws nearer and members will be very welcome.

SOUTHSEA BRANCH

LAST MONTH'S meeting of the Southsea Branch, R.N.F.U.S.W. was held on Monday, July 11. It was the last of the meetings to be held in Foresters' Hall, as they will in future be held in the Victory Hut in the Royal Naval Barracks. It was also in a sense the last meeting of the "year," as there is no meeting during the month of August and in September the annual subscriptions are paid and a new programme begins. As such, July's meeting was a fitting climax. It was attended by Lady Creasy, the President of the Portsmouth Branch, and also by Mrs. Burnett, wife of the Chief of Staff to the Commander-in-Chief, Portsmouth. There was a talk and demonstration on flower arrangements, which was much enjoyed, and the beautiful flowers provided a pleasantly cool-looking decoration on such a hot summer day.

Twenty of the members very much enjoyed the garden party to which they had been invited by the H.M.S. Vernon Branch on July 20.

Some of the members will again be helping at the crèche in the dockyard on August Bank Holiday, during Navy Days.

As already stated, there will be no monthly meeting during August; the next will be on Monday, September 12, in the Victory Hut in the Royal Naval Barracks, at 2.15 p.m. Any wives wishing to come will be very welcome at the meeting (directions as to how to get to the Victory Hut will be given at the main gate, Royal Naval Barracks), and we hope that many new members will join during the next few months, when there is an interesting and varied programme of entertainments.

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Have YOU a personal problem? . . ASK JOHN ENGLISH

"Advancement—Temporary to Permanent"

SEVERAL YEARS ago I qualified for Branch Promotion, it was then noticed that after four years I was still a temporary P.O.

My query is that I seem to remember an A.F.O. between '46 and '49 stating that a P.O. be made permanent either three years from being rated or from the end of the war, whichever was sooner, with certain clauses no doubt.

Unfortunately, our A.F.Os. do not go back to those dates, so I'm hoping you may have the information to hand and can assist me.

I have been a P.O. ten years, and should it prove a mistake was made, can it be rectified? As, no doubt, it would be of assistance regarding future promotion. Sincerely hoping you can oblige.

Answer: In reply to your letter of June 29, I have confirmed that no A.F.O. was issued requiring temporary P.Os. to be made confirmed P.O. within a stipulated time as described by you. Until 1952, when temporary rates ceased, the advancement to permanent rating of all temporary ratings was governed by roster.

"Leave Passage to Malta"

Having read the issue of the NAVY News of June 10, there is one of your articles in which I am most interested, and that is your answer to a reader's query re the regulations covering the free passage in N.W. Europe of a reader's son to visit his parents. Well I wonder if you could give me some information on a similar query. As you see by my above address, I am based in Malta on a Local Foreign Service commission and have my wife out here, but my son is on a National Service engagement now at H.M.S. Collingwood, Portsmouth. I would be most obliged if you could give me any information on how to apply to the C.O., H.M.S. Collingwood, to have my son spend his summer leave out here with his parents in Malta, quoting any A.F.O. re the free passage if there are any applying to this station.

Thanking you in anticipation of an early reply and being most obliged for same.

Answer: In reply to your letter I'm afraid that the concession allowing ratings to visit parents living in N.W. Europe at public expense does not apply to Malta or elsewhere abroad. Service in N.W. Europe is, of course, different from service in Malta in that the former counts as Home sea service.

If your son visited you in Malta it would therefore be at your own expense. I believe some airlines do offer concession rates for families of serving personnel visiting them. You could confirm this and find out details

from the office of the Naval Movements and Sea Transport Officer, Malta.

Your son would have to request approval from his Commanding Officer to proceed abroad on leave in accordance with Q.R. & A.I., Article 0915.

RFR—Advancement during Reserve Service

On May 28, 1955, I purchased my discharge on compassionate grounds. I was then a Leading Seaman with a first class Gunnery rate (Q.A.I.).

I had three years and three months to complete my twelve then (August 23, 1958).

Re the A.F.Os., I have had to sign on the Reserve to complete my time, and I am getting paid a Retainer of 1/3d. a day.

I passed for a L./Seaman professionally on August 29, 1951, and on March 31, 1954, passed professionally for a Petty Officer.

If I had stayed in the service I would probably have been rated P.O. at the end of this year with, of course, the necessary recommendations.

Am I therefore entitled, when I would have come to the top of the roster, to the Reserve Retainer of 1/6d. a day which a P.O. would be paid?

I have never been paid for passing for P.O., having had a first class Gunnery rate beforehand, and also having waited fourteen months to pick up the P.O.'s rate before I came into Civvy Street. I am wondering whether I would be entitled to the higher retainer.

Also what would be my position on the roster if ever I was called back to active service or Reserve training?

Answer: In reply to your letter of July 5 the answers to your questions are as follows.

Men are enrolled in the R.F.R. in the rating held on discharge from active service, except that Acting Leading and P.O. ratings in the Seaman, Communications and Mechanic (E) branches are confirmed on enrolment.

Advancement is not possible during Reserve service other than mobilised service, nor can a higher rate of retainer be paid than that appropriate to the rating held.

You would be recalled to active service as a Leading Seaman (Q.A.I.), and your advancement to Petty Officer would be subject to active service regulations then in force. Your position on the roster would depend on the length of your active service, since reserve time other than mobilised service does not count for advancement. R.F.R. training time does not count as active service.

A CORPS OF JOB-SEEKERS

"THE EMPLOYMENT Register is still, of course, one of our most important activities, for if we can put officers in the way of finding good jobs we have done the most constructive thing possible to start them off well in civil life."

Admiral's Advice

Not many N.Os. under the shadow of the Bowler Hat are likely to disagree with the words of Admiral of the Fleet Sir John Cunningham, G.C.B., M.V.O., in his Presidential Address to the Association of Retired Naval Officers.

He urged members to be always on the look-out for openings likely to suit retired Naval Officers.

"We need a corps of job-seekers scattered about the country, looking for likely jobs and telling the A.R.N.O. office. Surely we should be able to establish this, for what could be better than over 4,000 members up and down the countryside with their eyes open for jobs, making contact with firms and authorities, to place retired officers?"

In fact, A.R.N.O. can report a

steady record of job-finding. Among the many placed last year were two Club Secretaries, a Personnel and Welfare Manager, Public Relations Officer, Secretary of the College of General Practitioners, Chief Officer of the London Playing Fields Association and Divisional Organizer of the Royal Society for the Prevention of Accidents.

There are easier ages than the late forties for finding employment, especially when one's qualifications are limited to being a good seaman and a good messmate.

President's Target

A.R.N.O. now opens its doors—most dignified doors they are at the new premises at 7 Mansfield Street, London, W.1—to serving officers, and the numbers are steadily increasing as this becomes known. There were 64 Active Service members at the end of 1953, 79 at the end of 1954 and 95 by mid-May of this year. Of about 390 officers who retired from the Navy last year, 216 joined A.R.N.O. The President's target is to get 90 per cent. of retiring officers into the Association.

MOTORING NOTES

IN THE March issue of the NAVY News your correspondent gave some hints on bad weather driving, including advice on how to negotiate flooded roads if caught unawares. The severe storms which accompanied the spell of hot weather in mid-July, however, caught out many motorists in the unexpected floods. A brief reminder is perhaps not out of place, therefore, even in the August issue.

Firstly, in floods always use bottom gear and keep the engine turning over moderately fast so as to keep the exhaust pipe blown clear of water, but not so fast as to cause a bow wave which may flood your engine compartment as well as inconvenience other drivers. Secondly, keep near the crown of the road and last, but not least, don't forget to dry out your brakes afterwards by driving with them on for a short spell.

Clutch Trouble

It is surprising how many experienced motorists always start their cars in second gear, almost as surprising as the number who have clutch trouble as a result. There are, I know, many drivers who only do this because they have been wrongly advised, usually by experienced people who ought to know better. The correct drill, of course, is to start off in bottom gear regardless of what the more brutal (and lazy) experienced drivers may tell you. The only exception to this rule is if the car is being started down a slope so steep that the car will roll forward as soon as the brakes are released. I might add that I practice what I preach in this respect, whilst the same advice is usually given in the various motor car handbooks.

Defects in New Cars

Although the car manufacturers invariably replace defective parts under guarantee, recent experience with some new models justifies serious criticism. In the case of one much boosted model for example, the first five cars which passed through the writer's hands all had serious defects. Of these, one had a defective gear-box and also a cylinder head so badly flawed that the engine flooded with coolant; another suffered from a burned out screen-wiper motor, and defective trafficator switch and is now in dock with a broken valve rocker; the third suffered from excessive vibration traced to incorrectly fitted engine mountings, an incurable buzzing in the dash panel and a speed limited to 60 m.p.h. due to the throttle connections being wrongly adjusted; another has a cracked gearbox case, whilst the fifth required two water pump replacements in one day. A smaller car of the same make is notorious for failures of the water-pump and is prone to water leaks at the rear window and in the area of the windscreen. All these defects are, of course, rectified under guarantee, but how much better it would be if the factory inspectors discovered and rectified them instead of leaving it to the luckless customer to suffer the inconvenience. Not very satisfactory is it really? As to advice on this subject, all I can recommend is that you ensure that all defects are rectified within the guarantee period. If the mileage is only a few hundreds you should not, of course, expect to pay anything at all for the rectification, but if you have covered a few thousand miles before a defect is noticed it is reasonable to expect to pay a proportion of the labour charge, though personally I would be somewhat niggly about this and pay up rather grudgingly.

Dates for your Diary

AUGUST

- 1.—Brands Hatch. Race meeting.
- 6.—Forces M.C. Touring Trial.
- 7.—Gosport A.C. Rally.
- 20.—Goodwood. Nine Hour Race.
- 21.—B.A.R.C. (SW) Point to Point.
- 28.—Shelsley Walsh Hill Climb.
- 28.—Gosport A.C. Treasure Hunt.

A. E. Marsh.

ACCOMMODATION ?

See Page 11

for

Classified Advertisements

WHAT'S ON—August, 1955

30.-Aug. 1.—Navy Days.

AUGUST.

- 1-6.—R.N. Tennis Championships.
- 4-6.—Southsea Horticultural Show.
- 6-12.—Hampshire v. Sussex, Hampshire v. Lancashire—County Cricket Festival.
- 8-13.—Southsea Cricket Week, St. Helen's Ground.
- 8, 9, 10.—Inter-Services Lawn Tennis Championships at Wimbledon.

13-Sept. 4.—Portsmouth & Southsea Photographic Society Exhibition at Cumberland House Art Gallery.

14.—Portsmouth Archery Club Open Day.

22-26.—Children's Week, including Deep Sea Angling Festival.

26-Sept. 5.—Caravan Rally—South London Centre of the Caravan Club of Great Britain and Ireland.

27.—Ryde to Southsea Swim.

ROYAL NAVAL SAILING ASSOCIATION

THE ROYAL Albert Yacht Club and Royal Naval Sailing Association enjoyed two wonderful days for their regattas on June 25 and 26: gentle breezes, a bright sun and a mass of boats, ranging from Kaylena, a 12-metre, down to 14-ft. dinghies, made a grand sight.

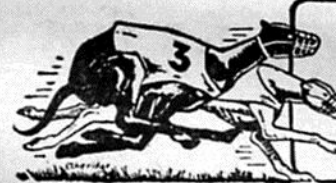
Sea Soldier (R.M.) won the race for Windfalls on Saturday, and Sea Feather (Dolphin) on Sunday.

C.P.O. Arnold, with his usual skill, won the whaler race on both days. In the dinghy race, Capt. Foreman had a fine win on the Saturday and Lieut. Hobbs of Lee-on-Solent, won an excellent race on the Sunday in fluky conditions.

Junior officers of the visiting American Squadron convincingly defeated our own junior officers in a series of team races in the Windfalls.

At the Inter-Services meeting at Sea-view on July 9 and 10, the R.N.V.R. Yacht Club did extremely well to win the Gold Cup on the Saturday. It is sad to relate that the Royal Navy, having won the Conynham Cup the previous two years running, were beaten by both the Army and the Royal Air Force this year.

Four Windfalls took part in the Annual Royal Ocean Racing Club race from Cowes to Dinard on July 14, and did extremely well. Marabu, Capella and Sea Soldier all winning prizes.



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Foreword by Vice-Admiral J. W. CUTHBERT, C.B., C.B.E. Admiral Commanding Reserves

I WELCOME the opportunity of writing a foreword to the article on the Naval Reserves under my command. Broadly speaking they can be called the "Voluntary" Reserves and I expect you have all served with them at some time or other; during the war the R.N.R. and R.N.V.R. served with distinction as an integral part of the Royal Navy afloat and ashore in all parts of the world, gaining over 8,000 decorations and mentions in despatches, including three V.C.s and fourteen G.C.s; and every year since many hundreds of officers and ratings of these Reserves have undertaken training in H.M. Ships and establishments.

There is a wide variety of reserves; some are restricted to those with special qualifications; others are open to boys and young men, including those for whom National Service lies ahead. One thing they all have in common, however, is a volunteer spirit to serve their country in the Royal Navy in an emergency.

National Service has not removed the need for the Reserves. The National Service man has no training obligations once his five and a half

years' service is completed, whereas the Reserves, with few exceptions, undertake training every year and would thus be ready to step right into a job in an emergency without further training. The Navy therefore looks to its reserves to provide the nucleus of officers and ratings required to man the additional ships, aircraft and shore establishments on mobilisation.

These officers and ratings give up much of their own time to undertake training. Most attend once or twice a week for drill on board their Headquarters ship, and in addition spend periods of from seven to twenty-eight days each year under training in H.M. Ships and establishments. Their qualifications for promotion and advancement are the same as those of the Royal Navy and they expect to be given a job of work to do when they report for training. It is no compliment to them to suggest that they have come on board for a holiday cruise, and the training given them on board may stand us all in good stead should the need arise.

They will be ready to serve whenever they are wanted.

John Cuthbert, Vice-Admiral.

NEW R.N.V.R. OFFICER LIST

AS STATED by the First Lord of the Admiralty (the Rt. Hon. J. P. L. Thomas, M.P.) in his statement explanatory of the Navy Estimates, the Admiralty has introduced a new officer list of the R.N.V.R. to be known as List 2A. The training obligation will be for fourteen days every three years.

Recruitment is about to start for this list, which will provide the Navy with a larger trained reserve and will also make room in the R.N.V.R. for the young officer who has com-

pleted his two years' full-time national service.

Entry is limited to officers who have held temporary Short Service or Extended Service commissions in the Royal Navy or its Reserves, and age limits for entry are from 35 to 40 according to Branch, though officers may be entered up to 45 in special cases. Full details and forms of application may be obtained from the Admiral Commanding Reserves, Queen Anne's Mansions, St. James's Park, London, S.W.1.

ROYAL NAVAL RESERVE

THE ROYAL Naval Reserve, the senior reserve, consists of officers and men who follow the sea as a calling or are otherwise professionally qualified. The Reserve is divided into three sections—the General Service Section, recruited from the Merchant Navy; the Patrol Service Section, recruited from Fishermen; and the Air Section, from professional pilots.

In war the Merchant Navy must continue and expand and removal of many hundreds of officers and men is not practicable, so that the old idea of building up the Royal Navy in war by Merchant Navy ships and men must be modified by today's conditions. The fishing industry, despite the urgent need for providing food, must inevitably be greatly reduced in war, and large numbers of men employed in it will be essential to man R.N. ships and smaller vessels taken over for minesweeping, defence of coastal waters and similar suitable duties. The Air Branch is primarily intended for ex-Service pilots who are professional pilots, employed by civilian firms engaged in contract work by the Admiralty. On mobilisation they would at first continue in their existing work if required, but thereafter be available for any appropriate appointments in the F.A.A.

Regular Training

The number in the R.N.R. in peacetime is very small, but all officers and men carry out regular training with the Fleet, and so keep in touch with naval affairs and developments.

The R.N.R. consists of individuals spread throughout the Merchant Navy and fishing ports. It has no headquarters or communal life (other than a few R.N.R. officers' clubs), and is consequently deprived of many of the advantages enjoyed by the other Reserves; its members are rarely seen at home in uniform and they are thus often overlooked when H.M. ships are visiting ports round the country. People connected with the R.N.R. are to be found in most ports: the Registrar at each port—a Ministry of Transport representative in the larger ports, and a Customs and Excise Officer elsewhere, and usually holding R.N.R. rank—is the official responsible, but there are many others who play a part.

ROYAL NAVAL VOLUNTEER RESERVE

The Royal Naval Volunteer Reserve, which was created in 1903, has now grown to a strength of 12,000 officers and men, and comprises twelve General Service Divisions, five Air Divisions and about thirty Royal Naval Volunteer Wireless Reserve Training Centres. Attached to each General Service Division are members of the Royal Naval Postal Reserve, and Women's Royal Naval Volunteer Reserve.

R.N.V.R. General Service

The twelve General Service Divisions are all hives of industry on week-day evenings and often at weekends too. It would probably surprise many to see how extremely well equipped the divisions are with modern training gear, and this is used to the full. If you have a job to do all day and can only devote your spare time to learning about the Navy, you have to work hard to attain the knowledge needed to qualify in the various specialist rates; yet the standard expected and achieved is the same as that in the Royal Navy. So let no regular sailor imagine that the badge on the reservist's arm has been gained any more easily than that on his own.

Each of the General Service Divisions has a modern coastal minesweeper, and three of the Divisions also have a Seaward Defence Boat. During the training season (April to September) in addition to many week-end cruises, the sea tenders carry out foreign cruises lasting up to fourteen days. Countries visited are Gibraltar, Portugal, France, Norway, Sweden, Denmark and Holland. Divisions also take part in the annual R.N.V.R. minesweeping exercise which is held each summer at Invergordon, and in many local exercises. In addition they have had the honour of providing the escort for the Royal Yacht Britannia in coastal waters near their home base; they did this for the first time for Her Majesty's recent visit to Norway.

This is not, of course, the only sea training done by the R.N.V.R. Apart from their weekly instruction at divisional headquarters, they have to do a fortnight's continual training each year with the Royal Navy—though

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this training may, twice in a five-year period, be undertaken in their own Coastal Minesweeper.

Entry in the R.N.V.R. is restricted to British subjects normally resident in the United Kingdom. Young men over 17 who can complete one year's training in the R.N.V.R. before call-up for National Service are guaranteed acceptance by the Royal Navy for their National Service. Many of these rejoin the R.N.V.R. after National Service instead of service in the Royal Naval Special Reserve. In addition a large number of ex-R.N. ratings join each year on completion of their regular engagement; they are enrolled in the rate they held on leaving the Royal Navy.

R.N.V.R. AIR BRANCH

The history of the R.N.V.R. Air Branch, though comparatively short, has been a most intense and vigorous one. Formed in 1947 with a nucleus of wartime R.N.V.R. pilots and observers, it has gone from strength to strength and today consists of eleven squadrons (six A/S and five fighter) and some 1,000 officers and men. The squadrons are formed into five Air Divisions which are accommodated at Naval Air Stations in various parts of the country so that members can do their training at week-ends within reach of their homes.

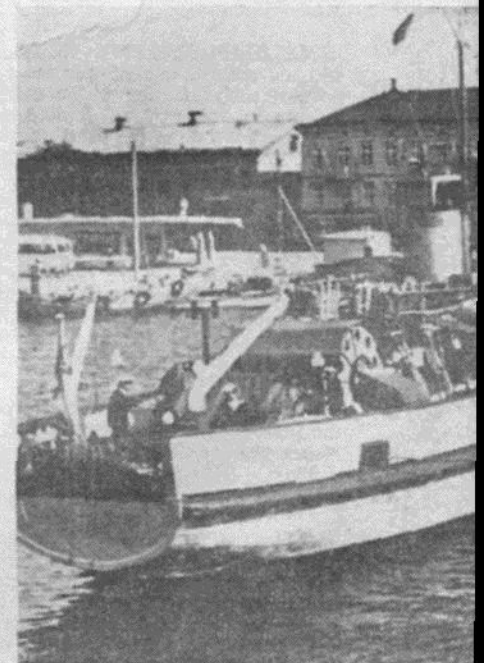
No other branch of the Royal Navy needs such a constant supply of young blood to fill its ranks as does the Fleet Air Arm; and this need is being met by the gradual incorporation of younger officers who have completed their National Service training in the Royal Navy. In the same way, the Air Divisions are acquiring a steady flow of young ratings who have completed their training in the Navy; these, in co-operation with the Royal Navy, are responsible for maintaining and servicing the aircraft for the aircrews.

Since 1947, these squadrons have done their fortnight's annual training in Malta, Germany, at Naval Air Stations or in carriers, and there have been short official visits to Norway, Holland and France. In addition,

several R.N.V.R. officers volunteered for service in Korea, where they put their week-end flying experience to good account.

The anti-submarine squadrons are at present equipped with Fireflies. The fighter squadrons are in the course of being re-armed with Attacker jet fighter aircraft.

There are specialist R.N.V.R. officers (Air Engineer, Medical, Supply, Air Intelligence, Direction, Air Traffic Control, Meteorological and Electrical officers) attached to the Air Divisions; these train with the R.N.V.R. and provide the ancillary services without which the aircraft would be unable to take to the air. It is interesting to note that of all the List I officers serving in the R.N.V.R., the majority are in the Air Divisions.



Each R.N.V.R. division is equipped with a part of

RESERVES



Channel Air Division

ROYAL NAVAL VOLUNTEER (WIRELESS) RESERVE

The Royal Naval Volunteer (Wireless) Reserve, which was formed in 1939, originally included many enthusiastic radio amateurs who had offered their services to the Admiralty. On the outbreak of the Second World War the Wireless Reserve was mobilised and took its place alongside the regular telegraphists in the Fleet.

This Reserve is now some 700 strong and is justly proud of being a "Front Line" reserve for the regular telegraphists of the Royal Navy. Whilst being an integral part of the R.N.V.R., the Wireless Reserve is fortunate in

that its members operate in all parts of the country, having over thirty training centres as well as operating in the R.N.V.R. Divisions.

The men in the Reserve attend for drills in their training centres every week, when they exercise their wireless techniques, not only between centres and R.N.V.R. Divisions, but also with ships of the Home and Mediterranean Fleets.

The R.N.V.(W.)R. is the only reserve which can guarantee its members Telegraphist ratings in the Royal Navy for their National Service. The fact that 90 per cent. pre-National Service members of this Reserve have received on completion of their service is a sure indication of how popular the R.N.V.(W.)R. is with these radio specialists.

ROYAL NAVAL VOLUNTEER POSTAL RESERVE

During the 1939-45 war, naval postal Services grew to unprecedented size and complexity serving ships and shore bases in almost every part of the globe. The Royal Naval Volunteer Postal Reserve, formed in 1951, is trained to be able to maintain in war the Royal Navy's own postal services throughout the world.

Recruiting is open to G.P.O. employees and to those who have had previous service in Postal Units or Fleet Mail Offices. Members of the postal reserve undertake annual training only. This is done in H.M. Ships and establishments and at the Combined Services Postal Depot at Mill Hill in London.

WOMEN'S ROYAL NAVAL VOLUNTEER RESERVE

This newest branch of the R.N.V.R. opened recruiting early in 1952 and proved very popular. There is a W.R.N.V.R. Unit at each of the

twelve R.N.V.R. General Service Divisions, and officers and ratings of the W.R.N.V.R. have practically the same training obligations as the R.N.V.R. (weekly drills and annual training for List I; annual training for List 2).

In addition, some ex-Wrens have been recruited for service with the Royal Naval Volunteer (Wireless) Reserve in various parts of the country.

Training has progressed steadily; some of the earlier recruits have qualified for senior ratings and others have become officers who will in time be able to take over as the wartime officers retire.

The W.R.N.V.R. has become an accepted part of R.N.V.R. life and its members show great enthusiasm for all the activities of their Divisions.

ROYAL NAVAL VOLUNTEER SUPPLEMENTARY RESERVE

The Royal Naval Volunteer Supplementary Reserve is a List of officers who have held temporary commissions in the R.N., R.N.R. and R.N.V.R. and who have offered their services to the Admiralty in the event of an emergency. There are some 8,000 members, the majority of whom held temporary commissions in the last war. Early this year National Service Officers became eligible to enrol and some have already done so.

The members of the Reserve have formed themselves into 36 flotillas or units stationed throughout the U.K. They meet at regular intervals for lectures given by R.N. officers and instructors from naval establishments throughout the country. Every year hundreds of members undertake training at their own expense in H.M. Ships and establishments and in merchant ships.

During the period of the Korean crisis about 2,000 members of the Reserve received refresher training from the Admiralty in order that they should be fully prepared if the necessity arose.

THE COMBINED CADET FORCE

This is the successor of the Officers Training Corps (O.T.C.), and may exist at any school which has a "sixth form." There is a basic section, and later boys may join the Naval, Army or Air Force Section.

There are one hundred schools in the country with Naval Sections. The cadets' training is intended to help in developing officer-like qualities, and annual training is arranged by the Admiralty in Ships or Naval establishments.

THE SEA CADET CORPS

This is a youth organisation, administered entirely by the Navy League until 1942, but since then by the Navy League and the Admiralty through the S.C. Council. The Admiralty is responsible for the naval training of the cadets, providing seamanship equipment and boats, and annual training.

There are about 19,000 cadets, 1,800 officers and 700 C.P.O. Instructors formed into some 390 Units. Each Unit is controlled by its own Civilian Committee, which is responsible for the provision and maintenance of H.Q. accommodation, finances and generally for the successful running and well-being of the Unit apart from its naval training which is the C.O.'s responsibility.

Admiralty Qualified Sea Scout Units

There are over ninety Sea Scout Units qualified for Admiralty assistance, totalling some 3,500 boys. To become qualified, a troop must have at least twenty-four Sea Scouts between eleven and eighteen, have boat work facilities and reach a satisfactory standard of seamanship. Each troop is inspected annually by an officer of the staff of the Admiral Commanding Reserves. Qualification carries with it a small capitation grant and an issue of certain naval stores on loan.

ROYAL NAVAL ASSOCIATION

MR. J. H. B. HOARE

The Editorial Offices were visited during the month by Mr. J. H. B. Hoare, of the Doncaster Branch of the Association, who was in Portsmouth on holiday. It was very pleasant to meet him and his wife—a Vice-Chairman of the Doncaster Sea Cadets—and to talk of times that are past. Mr. Hoare, who was one of the old time "Q.O.s," wishes to send greetings to old shipmates. Among his ships were Warspite ('26 to '28) and Malaya ('37 to '41).

PORTSMOUTH

THE MEMBERS of the R.N. Association welcome the many thousands of visitors to the August Navy Day, and hope that they enjoy their visits to the Premier Naval Port and the displays that are arranged for them, especially as the money that they spend goes to deserving charity.

There are many hundreds of cases, particularly among ex-Naval men, that even the Welfare State cannot alleviate, so we hope that visitors will "dig deep" into their pockets for this great cause. A hearty welcome awaits any ex-Naval visitor who would like to look in at the Headquarters of the Portsmouth Branch of the R.N. Association in Pitt Street, Commercial Road.

The chief item of interest for the month of July is the Annual Conference of the R.N. Association which is to be held in the University of Durham on July 23. The President, Secretary, and two observers will represent the Portsmouth Branch, and I am sure that all members will hope for a very successful meeting.

The Darts Club have further cemented the friendship which already exists between such ex-Service Associations as the Copnor Branch British Legion and the Royal Engineers Comrades Association with home and away dart matches, followed by social evenings. Further interesting evenings which are planned include the annual outing on August 13. Have you booked this date?

The good wishes of the Branch go to our worthy club Secretary, shipmate C. F. Gregory, who has been for the last few weeks in the R.N. Hospital, Haslar. We hope that Charlie and shipmate (P.O. Cook) Burrows who recently returned from abroad, and is now in Haslar, will soon be back with us.

The Branch reports with deep regret the passing of shipmate L. E. Guest in St. Mary's Hospital. Our sympathy goes to Mr. and Mrs. Crocker in the tragic loss of their son Keith who died from drowning at Southsea. Mrs. Crocker, a former member of the W.R.N.S. was the first ex-Wren member of our Association.

HAVANT

A PARTY was held by the Havant Branch on June 25 in the Drill Hall, Havant. In addition to visitors from the Bognor, Chichester, Gosport, Hayling, Portsmouth and Worthing Branches of The Royal Naval Association, there were guests from the Chief Petty Officers' Mess, H.M.S. Vernon, and the Royal Corps of Signals, in whose Drill Hall the Party took place.

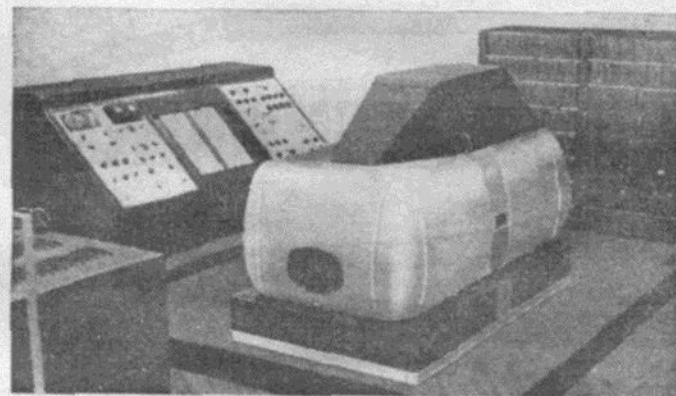
The guests were given an address of welcome by the President of the Havant Branch, Admiral Sir Harold Burrough, G.C.B., K.B.E., D.S.O. He particularly welcomed the Active Service Guests whose presence, he said, was always very welcome in The Royal Naval Association.

Entertainments by Havant Branch were followed by entertainments given by visitors from the Chichester, Gosport and Worthing Branches. Songs by C.P.O.s. Goddard and Craig from H.M.S. Vernon were particularly popular, and there were a number of encores.

Although the Royal Naval Association Annual Conference in London is not due to be held until October 8, a fair number of members of this Branch have already paid for their tickets. As it is known that bookings for the Reunion are always heavy, their orders have been forwarded.

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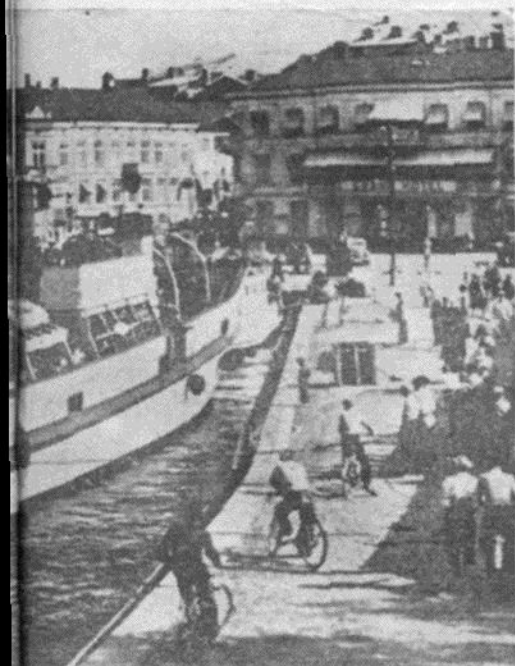
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H.M.S. DOLPHIN

FORT BLOCKHOUSE is no architectural upstart—it is a genuine antique. For some 500 years it has been a front window, a ringside seat as it were, upon the maritime pageant and naval occasions of Portsmouth Harbour. It has played no spectacular nor dramatic role—at one time it had all the trappings and trimmings which lend a fort military dignity and guide book distinction—cannon! But yet, of itself, there is no vivid story to tell. Murder most foul was never perpetrated in the Round Tower, no traitorous scoundrel was beheaded on the green—in fact, the occasional bones which are found, if not buried by some scent happy dog, are relics from the days when a gibbet stood on the foreshore. No historical whodunit has knitted Blockhouse into the pattern of its fiction, and, what is to the point, no enemy has seriously tested the mettle of the garrison.

John Leland, antiquary to Henry VIIIth, who came here in 1540, tells us that Blockhouse Point was a sandy ness not far from the fisher village of Gosport. It is interesting to learn that Haslar Creek was then known as Oyster Pool Lake. As the Romans considered oysters a rare delicacy would there not be some deeper cunning behind the choice of Portchester as a camp? Be that as it may Leland also spoke of a Round Tower which stood on our sandy spit. What impressed him, however, was not this tower but "a myghtie chaine of yron" which, when danger threatened, was drawn across the harbour mouth to protect the royal ships. Capstans in the tower raised the chain which was then supported by lighters. In 1664 the chain was replaced at a cost of £200; about 1801 the surgeon of the Royal William reports seeing the chain in its defence position across the harbour. Dr. Slight, a local historian, tells us that it was seen about 1820 on the Portsmouth side near the Sally Port. From the occasional recovery of links, four feet long by three inches in thickness, it is

thought that the chain is now buried deep in the mud of the harbour floor. As the first chain had been ordered in 1522 it would be reasonable to suppose that the Round Tower had been built many years previously. It may well be that some form of defence has existed on the site from ancient time—from Leland's notes we know

that the fortification of the harbour mouth with some stone towers dates from the fifteenth century.

To see adventure on its way to happen must always stir the heart and fire the imagination. Few would envy the soldier his lot of looking upon such adventure from the safety of the ramparts—even the Civil War gave the garrison small chance to exercise its prowess or to display its ardour. If contemporary record be any guide, the fire from the Gosport side into the Roundhead strong points of Portsmouth was little short of token defiance. It is true that the roof of a Portsmouth church was damaged—a bell or two cracked—but to accuse the Fort gunners of vandalism is malice of a shameful kind. As casualties on both sides were, for the weight of powder and shot expended, slight, it would be idle to assume any marked enthusiasm towards unneighbourliness.

During the reigns of James II and Queen Anne various additions and improvements were made—the moats protecting the Fort were open to the sea, and a drawbridge gave access to a magnificent archway. This was reformed in 1813 and still stands. About 1740 local gossip has it that the only occupants of the Fort were an old gunner (his house used to stand where the Chief Petty Officers' Mess stands today) and a small band of invalids. Whether they lent their services to conduct the curious around the fortifications or whether they were an official care and maintenance party is a matter for conjecture—as the same source suggests that snacks were being sold to visitors to the Portsmouth tower there is reason to suspect a pleasant money-making venture on the part of the old soldiers. Further improvements were made in the last century—in 1860 when a defence in depth programme anticipated the idea behind the Maginot Line by almost 100 years, Fort Blockhouse boasted sixty guns and a garrison of 100 officers and men.

H.M.S. EXCELLENT

IT IS a pity that unlike most schools we do not have a Speech Day because some of our activities on the Island, in particular during the Summer Term, are worth recording and it is not so easy to convince our families and the world in general that one can actually enjoy oneself at a Gunnery School. "Why do you wear gaiters?" they say, and "Why do you run about all day, surely in this warm weather you don't enjoy it?"

The answer is of course that we take such things in our stride because on the Island we have a pleasant variety in all our activities and the Summer Term is a busy one. It has seen us concerned in the Port Rifle Meeting and Bisley, in the Queens Birthday Parade and the Royal Tournament.

An event we always look forward to, is the arrival of the Long Gunnery Staff Course from the School of Royal Artillery, Larkhill. This visit which our Long Course exchanges with the

Gunners every year always provides us with some light hearted sport in competition for the Golden Gun, a trophy awarded for a series of competitions. The highlight of this olympiad is the cricket match played to St. Barbara's rules. These are notably complex, there being no boundaries, 9 balls per over and a player cannot be out, as he bats for two overs. One stump is removed each time his wicket is lost with the deduction of 6 runs, thus a negative score can be achieved. A certain amount of active assistance from chucking up parties in the outfield is tolerated, and funny rigs is the order of the day. In fact it is a most amusing game.

This month's sport has brought the Island well to the fore in winning the Brickwood Trophy and a second place in the Command Athletics. In cricket we have fought our way to the finals, and a notable individual effort has been put up by Sub-Lieut. Gunn who came second in the R.N. & R.M. Pentathlon at Lymington. We were also gratified to see five Whaley competitors in the Command Athletic Team; three of them were selected for the Navy.

Our Whale Island swimming pool, a converted static water tank has proved to be one of the more pleasant ways of passing away the time and has been well popularised during the recent warm weather. Tennis has gone with a swing and our courts have never been in better condition. In fact the same goes for our cricket pitch which once again has been at the disposal of the W.R.N.S. Command Teams and the Navy Team.

H.M.S. CALEDONIA

A GYMNASTIC team consisting of forty-eight apprentices from H.M.S. Caledonia gave five performances at the Royal Highland Show at Corstorphine, Edinburgh, on June 22, 23 and 24.

The performances consisted of rhythmic exercises and high box vaulting, and lasted quarter of an hour. During the exercises, the team was accompanied by the Apprentices' Volunteer Band.

The gymnastic team was trained by Chief Staff P.T.I. J. T. Clarke, and the band was under the direction of Band Sgt. R. Banning, R.M.

H.M.S. MERCURY

THE MOST important achievements of Mercury in the last month have been in the sporting line. The Wrens, apart from winning the Relay Cup, in the Command Championships, won the Athletic Cup itself for the second year in succession. Two individual titles were also won by our representatives in the Naval Championships. Sub-Lieut. Maclaren, an R.N.V.R., who is doing a communication course here, was champion of the 880 yards whilst Wren Purdy beat all comers in the Wren high jump.

The water polo team having made a good start, finished their season not

so well—probably the main reason being that four out of the seven players were all drafted at one fell swoop.

One other thing on the entertainments and sporting side was the excellent ship's company show produced by Senior Cmd. Com. Officer Carlyle at the beginning of July. The cast included the famous Mercury "Can Can Cuties" and other "stars" of lesser fame but equal form. The variety was packed on both nights of its showing and was voted the best we have ever put on.

Two other events have happened to keep us up to scratch. The first was a visit from the Commander-in-Chief to return the Captain's call and inspect divisions, and the second was the annual inspection of Passive and Active Defence.

Most fingers were crossed that it would not be their fate to dress up in full protective clothing on the hottest afternoon of the year. Anyway, by that evening, blue watch had lost a lot of weight!

H.M.S. VERNON

ON FRIDAY, June 24, under ideal conditions, Vernon officers were hosts to Osprey officers for the annual cricket match and sailing races. Osprey won both events. Batting first, Osprey scored 137 runs, Vernon replied with 84, and in the sailing races, Osprey were victors by 29 points to 14.

During the recent visit of the United States Midshipmen's Training Squadron, Vernon acted as hosts to U.S.S. Iowa. Sixteen midshipmen were entertained to dinner in the wardroom on Tuesday, July 5, and on the following evening, a Vernon team, ably coached by Inst-Lieut. Sharrow, R.C.N., played a team from Iowa at softball on our football field. The match was followed by a buffet supper in the wardroom garden.

Great enthusiasm has been shown for cricket this season and Inst-Lieut. Walker has had no difficulty in fielding two teams. The first team have played fifteen matches, which have been characteristic for their close and exciting finishes. The final of the inter-part competition, between the C.P.O.s and P.O.s, and one of our tenders, H.M.S. Lysander, should have been played on Thursday, July 14, but had to be postponed, owing to the terrific thunderstorm that we are not likely to forget.

H.M.S. REDPOLE

THE SUMMER term ends for us in a blaze of sunshine—and perhaps a little glory—we have been kept on our toes since the last leave period, and the knowledge that we are indeed "Sea Service" and not "Port Service" has added much to our general morale.

Come the beginning of the term, you would have seen us any day you cared to look out of your bedroom windows, flogging up and down the Solent—gunwales under with Sub-Lieutenants, Sub-Lieutenants, Royal Marines, Sub-Lieutenants, Reservists, Sub-Lieutenants, - - - (must I go on?) In fact: The LOT.

A Dartmouth cruise broke the monotony; expended our firework allowance for the year and added something to the publicans' coffers and the headaches of the police of Torquay. Incidentally, we learn that the ship's company of Starling are still wearing A/G respirators between decks, due to a certain amount of "smoke Lackrmatory," which got in-board. Any truth in this? (Make fast the dinghy!)

A nicely-timed Maintenance Week allowed us to draw breath, recover from the past and gain strength for the future. Also Paint Ship, and then off in dirty weather for Esbjerg in Denmark.

Here we draw an alcoholic veil across our private lives, except to say that if anyone wants to go to a place where he can play soccer and cricket, drink and eat and do one or two other small things besides—that is the place to go.

The return to Portsmouth was brief. A quick turn round, and then out for the weekend with R.N.V.R.s., returning just in time to load the ship with mums and dads, sweethearts and wives and their brats, and head for St. Helen's Roads and the Squadron Regatta.

Here we found that "schnapps," although giving the body a temporary boost, has no lasting effect. But none the less we maintained a steady average, coming in fourth in the final count, after a lot of hard work and a couple of tough breaks.

COMMAND NEWS



Bisley, 1955. The Royal Navy "Twenty"

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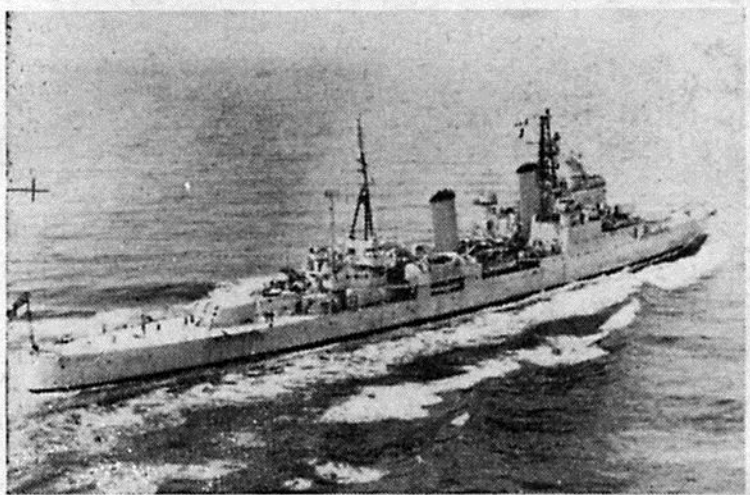
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H.M.S. Birmingham's Commission



H.M.S. BIRMINGHAM returned to Chatham on July 12 after an absence of all but a year overseas, and recommissions a week later for an eighteen months General Service Commission on the Mediterranean and Home Stations.

It was on July 7, 1954, that she last recommissioned on return from two years in the Far East, where she saw service in the Korean War.

Capt. J. R. Barnes, D.S.O., Royal Navy, has commanded her this commission, which began with a visit from the Lord Mayor and a representative party from the City of Birmingham before she sailed. The Civic Party lunched aboard, and the Lord Mayor, addressing the ship's company, stressed the cordial links between ship and city. As proof of these, two handsome shields were presented to the ship, joining several cups previously received, and have been designated the Swimming and Water Polo Shields.

H.M.S. Birmingham has for some years endowed a cot at the Queen Elizabeth Hospital in the city, for which a large proportion of the ship's welfare fund is donated at the end of each commission.

Christmas cards and ship's magazines are also sent to civic authorities and a close liaison maintained.

A dedication ceremony on recommissioning was held at Sheerness by the Chaplain of the Fleet, The Venerable F. N. Chamberlain, and the following day, July 23, the ship sailed for the Mediterranean to work up at Malta.

Her work up there lasted a month—fortunately the most pleasant and least humid August Malta has had for fifty years—and bathing in Marsaxlokk lightened the load of exercises. Admiral Earl Mountbatten, an old flotilla mate of the Captain, addressed the ship's company before she left Grand Harbour and thence it was a direct run to Singapore in eighteen days. The only breaks were a forenoon's liaison with her "chummy regiment" the Royal Warwickshires at Port Said, and a few hours at Aden to fuel.

At Singapore on September 19, the First Lord of the Admiralty, Mr. J. P. L. Thomas, came aboard for a march past of the Ship's Company and announced the popular new system of Seagoing Local Overseas Allowance which has eased the cost of living problem.

Rear-Admiral G. V. Gladstone, C.B., the Flag Officer Second in Command, Far East Station, had hoisted his flag aboard two days previously, and Birmingham sailed with him to Hong Kong for a week's relaxation before setting off with Defender and the 8th Destroyer Squadron for Exercise "Satex."

This, occupied most of October and took the ship down to Manus Island, north of New Guinea, for the biggest combined exercises with the Australians since the war. Night encounters at thirty knots, attacks by the R.A.A.F. and H.M.A.S. Sydney's aircraft, and anti-submarine exercises were the main themes, and on the ship's return north, King Neptune and his Court were welcomed aboard to initiate newcomers to his realm who, lead by the captain, paid the customary homage.

November, after a week's break in Hong Kong, was devoted to a Japanese and Korean cruise via Sasebo, the U.S. Base in Kyushu, and Chinhae on the Korean south coast. The latter is the Republic's main Naval Base and the home of its Academy. Arrival on their Navy Day was a much appreciated gesture. Thence via Paengyongdo—fortress island outpost on the 38th Parallel—to Inchon, where the ship liaised with the British Commonwealth Division around Seoul. Naval parties went up into the front line and the Army

came to stay aboard, then down she went to Kure on the Inland Sea for a nine-day rest at the Commonwealth Base, her longest spell in harbour since Chatham.

Returning to Hong Kong in December, the Fleet Regatta was soon upon everyone, excellently won by the 8th Destroyer Squadron, though Birmingham had the pleasure of beating Newcastle for the 5th Cruiser Squadron Cock. Christmas and New Year were spent in Hong Kong, that most delightful of naval bases, and in January Birmingham went south with Newcastle in company for a joint official visit to Singapore City. From there, she sailed up to Saigon, capital of Viet-Nam in the former French Indo-China, where the French cruiser Montcalm lay alongside as host ship and the Foreign Legion welcomed her crew ashore.

Back at Singapore on February 1, having steamed 25,000 miles in six-and-a-half months, she entered the dockyard to commence her annual refit. The same day she hoisted Vice-Admiral Gladstone's flag on his promotion, and struck it later in the month on his being relieved by Rear-Admiral Elkins, C.V.O., O.B.E.

The ship's company moved to H.M.S. Terror, the Dockyard Barracks, and enjoyed its sports grounds, swimming pool, and other attractions. Periods at rest camps, with the army in the jungle, on M.F.V. cruises or even on "Lowerdeck Leave" in Terror occupied them during the next month, while part of the Royal Marine detachment under their subaltern spent two weeks actually on patrol in the jungle.

Meanwhile the ship was in the King George VI Dock being thoroughly overhauled, and she completed her refit in mid-April, when the ship's company moved back aboard from Terror. A busy fortnight followed, in preparation for her official inspection by Rear-Admiral Elkins. On its satisfactory completion, she sailed for home on May 7 with Paying Off Pennant flying, cheered and played away by Rear-Admiral Elkins, his band, the ship's company and band of H.M.S. Newfoundland (her relief on the station) and a host of others. It was a most moving send-off for her departure from a station she had served on, both when first commissioned in 1938 and again during the Korean war.

Among her souvenirs of Malaya, she took an assortment of song birds and some twenty Stet monkeys, pets of individual members of the ship's company, which have been an attraction at every port visited on the way home, though some half-dozen have unfortunately died on the way.

Perhaps even more unusual was the cup presented by the Union Jack Club in Singapore to the Lower Deck for impeccable behaviour there during the ship's three months' stay!

Crossing the Indian Ocean the ship called first at Mauritius for fuel and a two-day visit, devoted mostly to sightseeing and meeting the Army, then at Durban where she arrived on 24th. Two days later she hoisted the flag of the Commander-in-Chief, South Atlantic, Vice-Admiral I. M. R. Campbell, C.B., D.S.O., for a flag showing cruise.

During her six-day stay in Durban, two parties were held for underprivileged and orphan children, one for Europeans and one for Coloureds, 200 at a time, and it was hard to tell which group enjoyed themselves the more. There were roundabouts and slides, rides in the pirate galleon and flights in the model aeroplane, not to mention a large tea, all laid on and provided by the ship's company.

The officers and ship's company received lavish hospitality, for which this generous city is renowned; in return the Royal Marines, with the

newly-embarked band of the C-in-C., "Beat Retreat" twice for the first time since Chinhae, and the ship was twice open to visitors, with thousands attending on each occasion.

An official visit to Lourenco Marques, capital and chief port of Portuguese East Africa followed. Tours of the city and inland to nature reserves were laid on for the ship's company, also free cinema tickets, and everyone was impressed by this clean and attractive city where every street was tree-lined.

The two outstanding events there were the visit paid to the Admiral by the Paramount Chief of Swaziland who later toured the ship with his colourful party, and the cricket match we won against Stegi Cricket Club (Swaziland Europeans) when E. R. A. Perrin took five wickets in five consecutive balls of one over.

Next was Diego Suarez, French naval base at the northern tip of Madagascar, where C-in-C. exchanged calls with the new French C-in-C., Rear-Admiral Bauduin. The French Navy went out of their way to make the ship welcome, and an official "service" visit proved unexpectedly enjoyable. Notable perhaps was the excursion inland to see the natives sacrifice a bullock to the sacred crocodiles, though few would wish to repeat it.

Birmingham returned from there to East London in Cape Province for a short two-day visit, which the citizens had particularly requested and which they went all out to justify. Before leaving, the C-in-C.'s flag was transferred to the frigate Magpie.

The next port of call was Simons-town, the base of the South Atlantic Squadron, to fuel and store ship. Visits were made to Capetown, twenty miles away, during the week-end, and she sailed for home on June 21—mid-Winter's Day, with temperatures approaching 70 degrees.

Another fuelling stop was made at Freetown on the West African coast, and the ship will reach Sheerness on July 11, prior to entering Chatham Dockyard at 5 p.m. next day, with 41,000 miles steamed in the last year to her credit, and a total of nineteen ports visited overseas.

Approximately 60 proud fathers aboard will be eagerly awaiting the first sight of their new baby born since last July.

SECOND TRAINING SQUADRON

SHIPS OF the Second Training Squadron have enjoyed a welcome relief from the daily Anti-Submarine training this term as all, at one time or another, have made visits to foreign ports. H.M.S. Grenville (Capt. G. G. Wilson) had the honour of taking the Commander-in-Chief, Portsmouth, to the Channel Islands in May, when brief visits were paid to Guernsey, Jersey, and Alderney. H.M.S. Grenville with H.M.S. Tyrian and H.M.S. Flint Castle later paid a successful six-day visit to Hamburg, where they were hospitably received by the Germans and were able to sample some of the gay night life which has flourished since the war.

H.M.S. Grenville was selected to take part in "Shopwindow" and spent two weeks working from Portsmouth, during which time a number of parties of cadets and schoolboys were taken out to sea for a day to be given some insight into the workings of the Navy.

H.M.S. Tintagel Castle and H.M.S. Portchester Castle visited Nantes in June. On passage on Sunday, June 19, they passed near the spot where the Lancastria was sunk in the early part of the war. A short memorial service was conducted on the quarter-deck of both ships and a wreath was dropped by H.M.S. Tintagel Castle. H.M.S. Brocklesby, who was in St. Nazaire, landed a party on that same afternoon to attend a memorial service ashore which had been arranged by the survivors of the Lancastria.

H.M.S. Fetlar and the S.D.S. Shalford, Aberford and Camberford paid a visit to Rotterdam which was a great success, apart from the long journey from the docks in which they were berthed to the town.

H.M.S. Hedingham Castle, who has been a regular contributor to this column, left us in mid-June to pay off in Portsmouth and by the time this is in print will be in reserve. We look forward to seeing some members of her ship's company in H.M.S. Dundas which is due to commission in the autumn.

Thanks to good weather the "A" and "B" cricket leagues have been completed. The matches showed a high standard of cricket. The "A" league was won by H.M.S. Tintagel

Castle and the "B" league by the S.D.Bs. These two have now played one another and H.M.S. Tintagel Castle have emerged as the winners of the Squadron Cricket Trophy.

The Squadron Sports were held on an ideal afternoon and the competitors gave the crowd an exciting afternoon. For most of the afternoon it was touch and go whether Grenville would beat last year's winners, Portchester Castle, and it was only in the last event that Grenville won by two points.

The Squadron visited Dartmouth for the first week-end in July. Various exercises were carried out on the way there and back, the guns crews having their fling in both an L.A. and an H.A. shoot. It is not often that an opportunity for this arises and every advantage was taken of the facilities that were afforded. The visit coincided with the half-centenary of the Royal Naval College at Dartmouth and we were invited to take part in some of the festivities.

All this pleasure had to be paid for somehow and to make up for lost time a system of long days has been evolved by which two days' Anti-Submarine training is completed in

one. This, coupled with preparing for annual inspections in some ships, has meant very hard work for all concerned, but it has been well worth it and everyone is now looking forward to a well-earned leave.

R.N. PHILATELIC SOCIETY

A MEETING of the above Society was held in R.N. Hospital, Haslar, on Wednesday, July 13, 1955.

Major K. M. Beaumont, C.B.E., D.S.O., President of the Royal Philatelic Society, gave a very interesting and instructive talk on the first issues of New Zealand stamps covering the period 1855-1874, and exhibited a valuable collection containing many rare specimens. He was introduced by Senior Commissioned Wardmaster W. H. Wilkinson and accorded a vote of thanks by Inst. Lieut.-Cdr. Sinfield.

All interested in philately are invited to attend meetings of the R.N.P.S. which are held quarterly. Details appear in Portsmouth Temporary Memoranda.

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H.M.S. ADAMANT

AMID CHEERS (and drips from the natives), we left Rothesay on June 20 and four days later slid alongside a main roadway in the heart of Rotterdam. We were welcomed by a large crowd on the grass verge, and as we had brought along a band, borrowed from R.N.A.S. Lossiemouth, our wires went over to the strains of various musical pieces, including the Dutch National Anthem. The weather was perfect. Our English Summer clothing went into the oilskin lockers and out came the best suits, pressed and ready.

Immediately on arrival, the Captain paid a visit to the Burgomaster, Mr. van Walsum, who returned the courtesy aboard Adamant. Later, an official reception was held in the British Embassy.

The First Lord of the Admiralty, the Rt. Hon. J. P. L. Thomas, who arrived in Obdurate, was received on board. Divisions and a march past were held on the upper-deck.

"Airborne Cemetery"

Each day, coach parties to Arnhem left the ship and had a four-hour tour of the countryside before arriving in the town where so many British Paratroopers are buried. We were able to appreciate how well the Dutch people have tended the "Airborne Cemetery" which is just outside the town.

Rotterdam, after being badly blitzed during the war, is now a thriving port again. New buildings have long since been built over the rubble. The people couldn't have made us more welcome and the daily make-and-mends were well used by all. The wise ones amongst us bought our "rabbits" the first day. With beer gardens open fifteen hours out of twenty-four (night clubs twenty), most pockets were losing their jingle after the third day. With the sights to see, things to do and the many amusements to take part in, in spite of the Pound being worth about twenty-five bob with most goods, "rubbers" were much sought after. Unfortunately it was a blank week.

Invitations for organised parties to look over the Heineken and Oranji-boom breweries were, of course, well attended. The usual celebrations taking place afterwards.

The ship was open to visitors, as were submarines Alaric and Taciturn, who were alongside us. In two days, over 4,000 sightseers came aboard, as always the children getting into the most unlikely places. The main obstacle of our visit was the difficulty in making conversation, but this was overcome in most cases, especially with the ladies. Eighty children from Rotterdam orphanages enjoyed the tea-party given aboard and they were well looked after by the usual "pirates."

The Squadron football team played two games during our stay, winning both. They did very well to beat the Netherlands Navy and the Dutch Submarine Base team, 5-4 and 5-3.

Apparently everyone owns a bicycle

in Rotterdam, and the womenfolk in summer dress unthinkingly provided sights that never could be seen in conservative England. Still, one gets used to all things after a time. We were always the object of interest to a hundred or so passers-by, but a large crowd gathered when the Guard and Band Beat the Retreat on the quay-side. It was very well done and the onlookers showed their appreciation in rounds of applause afterwards.

Later in the week a Wardroom Ball was held on the quarter-deck to which many local dignitaries and V.I.P.s. were invited. It was quite crowded down aft and the Ball itself was a great success.

All good times come to an end and we were sorry to leave. Many friends had been made and the general good feeling between the British and Dutch peoples further strengthened. With the band on the upper-deck exclaiming themselves and caboose owners with their noses pressed to the port-holes, we left Rotterdam and a waving crowd behind us and steamed away up the canal.

After a good run ashore in Weymouth, although there wasn't the holiday crowds we had expected, we came "home" to Rothesay and were descended upon in the way we have come to know and expect. In no time, submarines were tied up alongside and their occupants streaming inboard after all sorts of things, mostly long-awaited stores.

Denec.

H.M.S. TYNE

IN THE course of a 140-mile sail across the Kattegat from Aarhus to Gothenburg, three whalers of H.M.S. Tyne called at Anholt, an island halfway between Denmark and Sweden. This was not the first visit by the Royal Navy to this island for Anholt was under British occupation from 1801 to 1840, and to this day traces of that occupation are reputed to be found in the islanders' Danish dialect.

The first whaler into Anholt was under the command of Cdr. J. I. Ferrier with Mr. Bill Heaton of the R.N.S.S. as his ace navigator. He was followed closely by the second whaler, and just after dusk the third boat, under the command of Lieut.-Cdr. D. P. Douglas-Morris was talked into harbour by Lieut. J. R. Frost using the eighty-eight wireless sets which were carried in all three boats.

Story-Book Island

Anholt is a story-book island with a delightful little harbour and unblemished beaches of silver sand, and the crews of H.M.S. Tyne's whalers were very hospitably received. A call was paid on the Harbourmaster by Lieut.-Cdr. J. T. M. Erskine, the leader of the expedition, and in no time an evening meal was being cooked in a hut which had kindly been lent to the party. From the fare produced for his crew it was easily apparent that Marine J. K. Waring was one of Tyne's butchers.

Four men slept in each boat; P.O.

Wtr. J. Meeks and L./Sea. A. E. Bryant faring less well than Lieut. A. B. Lean, R.M., who seemed to be at home on the hard bottom boards. There were six who slept ashore with varying degrees of success in three two-man tents. P.O. R. C. Curtis suffered severely at the hands of the local insects and had to give up the unequal struggle at 2 a.m. The Royal Marines sleeping ashore, led by Sgt. J. A. Cardwell, successfully resisted this hostile invasion.

The following morning, by some swift negotiation for benzine from a local lorry, Yeoman of Signals C. Bartlett stole the lead in getting his crew's breakfast cooked. After all had fed well and leave been taken of the local inhabitants, the whalers got underway, going out of harbour under oars in impeccable style. Shortly after setting sail the most complicated evolution of the voyage was carried out by Cpl. S. Davenport, who stopped a leak by fitting a tangle underway—a strenuous operation performed mostly with his head under water.

Course was then set for Gothenburg, which was reached on schedule ahead of the ship. In brilliant sunshine and with a light following breeze the whalers slipped northwards and Anholt gradually sank below the horizon to leave a captivating picture in the memory of the crews.

H.M.S. STARLING

THE MONTH of June ended with a great victory for Starling, when we carried away the "Cock" after winning the Portsmouth Squadron Regatta. Many whaler's coxswains went in the "Oggin" that day, but the funniest thing to fall in were Bosun's front false teeth, he was leaning over the guardrail a little too far and cheering a little too loudly!

For the "All Comers" section a fully rigged Viking ship complete with crew was entered. A proprietary brand of beer was blatantly advertised on the mainsail and the crew, in helmets, sack cloth, and bearing huge shields, completed the picture. The result of the All Comers race was never known because, as usual, all boats limped home after an exhaustive spud battle.

Trip to Jersey

July started off very pleasantly with four glorious days in Jersey with the long course navigators, their object being to survey the harbour at St. Helier. At first sight St. Helier looked uninteresting, but when the day came for sailing there were many sorry faces. Most of the ship's company took advantage of the heat wave and the numerous beaches with which the island is so well equipped. Being blank week, of course, swimming and sun bathing were the best run ashore. Our cricket team played one match against the local police, the locals winning by three wickets.

From Jersey we steamed up to Harwich and the Medway for pilotage training. Unfortunately the fog took charge; so we were unable to carry out our full programme. The monotony was broken when we raced off to the scene of the s.s. Cygnet collision, but on arrival our assistance was not required, there being twenty-two other ships in the area, and visibility no more than a cable.

Our radar and W/T staff are to be commended on the way the motor cutter was guided safely in and out of Ramsgate Harbour under severe visibility conditions.

And now as we emerge from the Channel fog we are looking forward to another E.M.D. alongside the wall, followed by a long-awaited summer leave.

C.J.L.

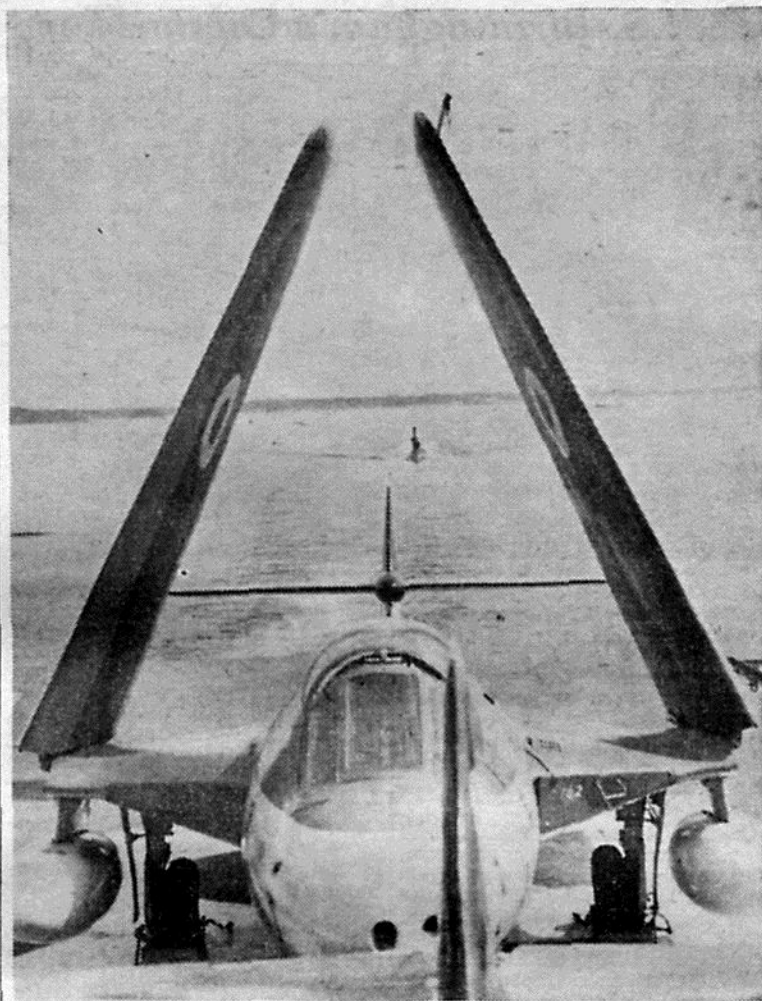
H.M.S. LOCH RUTHVEN

RUGGED SEA duty is always the cry, but it is difficult to believe when you hear the summer cruise with the Third Training Squadron, "The Derry Flotilla," included a short visit to Exmouth and an enjoyable stay in Bayonne, a Basque town on the shore of the Bay of Biscay.

However, Loch Ruthven played her part in Exercise "Fishplay" in company with the 6th F.S. and our bearded Australian visitors in Queenborough. Everyone entered into the spirit of the exercise and indeed at one time it looked as if the reporting of suspected periscopes would get a little out of hand.

The baking of bread was an unfamiliar duty imposed upon the galley—the cooks rose to the occasion even though the bread was a little slow in following suit.

Runs ashore in Exmouth suffered from a long boat trip between the ship lying at anchor and the hospitable people ashore. Everyone agreed that if it was calm enough for the boat



An unusual view of H.M.S. Artemus framed in the wings of a Sea Hawk on board H.M.S. Bulwark at Stockholm recently

to run at all, a good time was to be had ashore.

Ten days after leaving the Frozen North, land of glaciers and the midnight sun, we were in southern France, a land of "glacé" and midnight dancing in the streets. The barons wandered carelessly into the Biarritz Casino and spent hours lounging on sun-bleached sand.

Before it is thought we are idle Philistines, it must be added that many took advantage and greatly enjoyed the tours of the Basque country and the visit to Lourdes—the town where a Holy Vision by a French girl has been followed by miraculous healings.

Pleasure cruises do not last for long, certainly not long enough, and so we are back again in Derry and doing the weekly routine of exploring the non-subs off the North Irish coast.

The tour of the Western Isles with

the romantic names of Rum, Eigg and Muich, on the way to Rosyth for the half-yearly docking, was an exciting climax to the summer term.

R.N. BARRACKS

THE CHIEF Petty Officers' and Petty Officers' Messes of the Royal Naval Barracks entertained fifty Chief Petty Officers and Petty Officers of the visiting American Squadron on July 5 at a Social Evening. A very good time was had by all, and the entertainment included a dance, cabaret and buffet supper.

Their American guests gave a return match in the Royal Sailors' Home in Queen Street. This was a great success and everyone managed to tuck away a whole spring chicken.

A.J.E.

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TWO furnished rooms, kitchen, use of bathroom; 52s. 6d., including electricity, gas; no children; all amenities; no linen. 10 Heyshott Road (off Devonshire Avenue), Southsea.

ACCOMMODATION comprising double bedroom, dining-room, kitchenette, own w.c., separate entrance; completely furnished; £2 17s. 6d.; garage for small car at extra cost. 50 Battenburg Avenue, North End.

TWO FURNISHED ROOMS, use of kitchen, bathroom; vacant August 27; permanent; unsuitable children. 171 Prince Albert Road, Milton.

TWO FURNISHED ROOMS, nice locality, own kitchen, separate meters, use of bathroom; £2 10s. including electricity, wireless; no linen; quiet naval couple preferred; no children. Call after 6.30 p.m., 35 Wadham Road, North End.

TO LET.—In house at Rowlands Castle, near railway station (Portsmouth 15 minutes), self-contained furnished flat; bedroom, sitting-room, kitchen, bathroom, in return for service; regret no children. Apply Mrs. Cartwright-Taylor, "Wellwood," Rowlands Castle. Phone 248.

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BED AND BREAKFAST, married couples or single ratings, clean, home, every comfort. 30 Abbey Dore Road, Paulsgrove.

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HOLIDAYS or longer. Small 3-roomed bungalow, large garden. Adams, "Hawthorn," off South Road, Horndean.

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THREE-BEDROOM HOUSE, bath and fair-sized lounge, dining-room, 17ft. x 12ft., new brick garage, 18ft. x 10ft., large kitchen, long garden back and front. On main road just before entering Portchester. Can be viewed at any time by appointment.—Rosemary, Paulsgrove, Southampton Road, Cosham.

100 THE BROW, Widley, Hants. Delightful detached modern residence, built 1939. East-west aspect. Open to Portdown Hill at rear. Through lounge/dining-room, 3 bedrooms, central heating, garage. Open caravan storage. Easy work ornamental gardens. Lieut.-Comdr. Ebbish (ret.).

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39 BRITANNIA ROAD NORTH, Southsea. Eight-roomed house, tiled toilets, tiled garages, 4 bedrooms, bathroom, back entrance. Thoroughly decorated inside and outside. Conservatory, nice garden. Reduced price, £1,800, for immediate sale. Apply 29 Britannia Road North.

TERRACE, bay and forecourt house, beautifully decorated; 3 large bedrooms (all fitted wardrobes), bathroom, w.c., washbasin, toilet. Lounge, dining-room fitted cupboard, kitchenette, fitted cupboard, Courtyer stove, separate wash-up Butler sink, cupboards under, Ascot, conservatory, new shed, telephone, all linens, fixtures, fittings left. £1,550.—Phone Portsmouth 70729.

SEMI-DETACHED HOUSE for sale on main Portsmouth bus route. Six rooms, bathroom, long garden, lovely views. Offers invited for quick sale. View evenings and week-ends.—Milton, "Rosslyn," Soberton Heath.

MODERN BUNGALOW; 2-3 bedrooms, lounge, dining-room, kitchen, half-tiled bathroom, large garden (cultivated), garage space. Price, £1,800 or offer. Early sale required. Decorations to suit purchasers.—10 Fareham Park Road, Fareham.

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MODERN, semi-detached house; 3 bedrooms, bathroom, 2 reception, 1 fitted french doors, sun loggia, bright kitchen, neat, secluded garden with garage. Price £2,195; immaculate condition.—38 Painton Avenue, Copnor.

SEMI-DETACHED HOUSE; 3 bedrooms, bathroom, dining-room, sitting-room, kitchen, etc.; well kept large garden, lawns, fruit trees, £14 yearly; £1,550.—32 Sedgely Grove, Eison, Gosport.

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HOUSE; 3 bedrooms, sitting-room, dining-room, kitchen and scullery with full-size bath, good condition, £700 mortgage. Possession on completion. £1,150. 70 Ranelagh Road, Stanshaw, Portsmouth.

BUNGALOW for sale, freehold. Southern slopes Portdown Hill. Lounge, 2 bedrooms, kitchen, bathroom with toilet, garage space, shed, good garden, domestic boiler, £1,800 o.n.o.—1 Bridges Avenue, Paulsgrove.

BARGAIN, for sale, Hayling Island, close station, completely furnished cottage; 4 good rooms, modern kitchen and bathroom, Ascot, electricity; £1,775.—Write Box "Navy News" 4.

EXCELLENTLY maintained detached property, "Southernside," Southbourne Avenue, Emsworth; 2 reception, large kitchen, 3 double bedrooms, bathroom, dual hot water systems, covered coals, large garage, lovely secluded gardens; £2,450, offers considered.

ADJACENT WATERLOOVILLE PARKLAND. Conscientiously maintained, tastefully decorated modern detached bungalow, with pleasant entrance hall, two double bedrooms, lounge/dining-room, light spacious kitchen, bathroom, conservatory. Well-laid-out front and rear gardens; no garage; £2,175. Sole agents, Napier, Harding and Partners, London Road, Waterloo, Phone 3385 and 3010.

BILLET AVENUE, WATERLOOVILLE. In this undoubtedly favoured residential area, commodious yet modern style house, ideally suitable for Service officer with family or professional person. Fine accommodation consists of 2 magnificent reception rooms, breakfast room, kitchen, 4 splendid bedrooms, bathroom, separate w.c.; ample gardens with garage space. This property has quite recently been completely redecorated throughout in a most tasteful manner. Only £3,050. Key with Sole Agents, Napier, Harding and Partners, London Road, Waterloo, Phone 3385 and 3010.

HIGHBURY GROVE, COSHAM. One of the best of these modern and spacious houses, semi-detached with bow-bay windows and beautifully maintained accommodation; 3 bedrooms, lounge, dining-room, well-equipped kitchen, bathroom, outside toilet, etc.; brick garage and garden shed. £2,400. Napier, Harding and Partners as above.

OVER THE HILL. Printed list of properties for sale post free.—C. Lovergrove, F.A.I. (Resident Agent), 2 Silverstar Road, Cowplain, Waterloo, Phone 3072.

NAVAL OFFICER REQUIRING a substantial and imposing house on main London Road between Waterloo and Portdown Hill is recommended to inspect such a property for which Napier, Harding and Partners are Sole Agents. The accommodation consists of 4 bedrooms and dressing-room, bathroom, lounge, dining-room, study, breakfast-room and kitchen. Detached garage and extensive well-maintained garden having timbered aspect at rear and open farmland in front. A property of character and distinction. Further details from Sole Agents, Napier, Harding and Partners as above.

FAREHAM. Three bedrooms, modern bathroom, separate toilet, 2 reception rooms, half-tiled kitchen, multi-Ascot, large garden, greenhouse, garage space; £1,750.—8 Alexander Grove, Fareham.

SEMI-DETACHED HOUSE, slopes Portdown Hill, excellent view; only built 24 years, 44 Grant Road, Farlington. Large lounge, dining-room, very modern kitchen, all floors Marley tiled; 3 bedrooms, green bathroom suite, veranda; pleasant garden; brick garage; £2,850.

WATERLOOVILLE, in favoured area.—Post-war detached modern house, soundly constructed, well appointed; 3 bedrooms, 2 reception rooms, hall, kitchen, super bathroom, 2 lavatories (upstairs and down), fuel, garage, stores, terraced gardens.—Write 4 Spur Road, Waterloo, Phone 3416.

DRAYTON, PORTSMOUTH.—Sale. Detached 3-bedroom house, good garden, greenhouse, sheds; Price £2,400.—Phone Cosham 75896.

SHAKESPEARE ROAD.—£850, 2 bedrooms, 2 sitting-rooms, kitchen and scullery; owner-occupied and in good condition; vacant on completion.—Apply evenings at 23, or inquire at 25.

PRE-WAR brick bungalow in own ground of three-quarters of an acre; hall, lounge, dining-room, 3 bedrooms, kitchenette, bathroom, separate w.c., immersion water heating, 50 fruit trees, large shed suitable for garage; £2,000.—Apply "The Nook," Avenue Road, North Hayling Island.

DROXFORD, Meon Valley.—Detached, secluded eight-roomed house, garage and paddock, village outskirts, phone, electricity, etc.—"Aldersyde," Station Road, Droxford.

COPNOR, PORTSMOUTH.—7 Hayling Avenue; 3 bedrooms, bathroom, panelled bath, w.c., hand-basin, 2 reception rooms, breakfast-room, fitted modern grates, redecorated, many new fittings, one minute bus stop to all parts of city; price £1,800.—Apply 64 Chelmsford Road, North End, Portsmouth.

CARAVANS

CARAVAN to let, long or short periods, six berth, separate kitchen, fitted with Calor gas stove and all conveniences, situated in delightful wooded country in the New Forest, swimming, fishing.—Apply Mrs. A. K. Whittaker, 58 First Avenue, Farlington, Cosham.

SITUATIONS VACANT

VACANCIES for kennelmen, between 21 and 45, opportunities for promotion, at dogs' home in the Metropolitan area, doing a very worthwhile job, pay and contributory pensions reviewed June, 1955. Disabled ex-Service men willingly considered.—Further information apply Box NN7 "Navy News."

TWO ex-naval stores ratings required for similar work with light engineering products.—Apply I.V. Pressure Controllers Ltd., 683 London Road, Isleworth, Middlesex.

HANDYMAN required for Oakwood Residential Club, Haywards Heath, Sussex; also assist in garden; good wages, married quarters; substantial allowances.—Replies to Matron, Oakwood, Haywards Heath.

TRADE

GOSPORT, LAWSON & COMPANY, Estate Agents, have in recent years assisted a great number of naval personnel to purchase suitable properties in the district. Inquiries welcomed and personal attention given without obligation. Mortgages arranged (at present 95 per cent. up to purchase price £2,000). A selection of modern houses and bungalows from approximately £1,500 upwards available with deposits of approximately £75 upwards. Offices, 9 Brockhurst Road, Gosport, Phone 89566.

CONTEMPLATING HOUSE PURCHASE? Highly trained staff prepared to give advice in your own home, free and without obligation, for immediate advance terms and schemes giving 100 per cent. advances on a deferred plan (including legal charges). Attractive terms for members of H.M. Forces. Pilots' additional premiums eased by 75 per cent.—Write or phone J. Hutchinson Insurance Brokers (Southern) Ltd., 21 London Road, Purbrook, Portsmouth. Waterloo, Phone 3416.

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1952 Triumph Renown, 17,000 miles, grey, radio, heater, excellent condition	£595
1952 Standard Vanguard, fitted Laycock de Normanville drive, black, heater, 30,000 miles only, perfect condition	£545
1948 Morris, Series E, 4-door saloon, one owner, reconditioned engine	£335
1953 Ford Zephyr, green, one careful owner, 21,000 miles, leather upholstery, heater, radio, practically new	£645
1950 Austin A70 saloon, black, excellent condition	£385
1938 Vauxhall 12 saloon, one owner, only fair condition	£85
1938 Austin Big 7, 2-door saloon, black, reconditioned engine, new tyres and battery	£165

DO you desire house ownership? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future, 90 per cent. 100 per cent. loans advanced.—Write for full particulars, without obligation, to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterloo, Hants.

SPORTSMAN OF THE MONTH

"WHEN I WANTED to run there were always plenty of people to officiate for me, so I think it is my duty to do the same for those coming along now." That is how Inst.-Lieut.-Cdr. C. A. Sinfield explains over twenty-five years of activity in organizing athletics.

Educated at the Imperial College, Cyril Sinfield joined the Navy in 1928 and first came to Portsmouth, to the Signal School, in 1929. That same year he represented the Command and took over as Honorary Secretary of the Portsmouth R.N. and R.M. C.C. and A.C., which had been formed in 1925.

Team Captain

Sinfield ran the half-mile for the Royal Navy in the Inter-Services Championships in 1930-1-2-4 and 1937. Judged by present-day standards, his performances were not brilliant, but he was capable of 2 mins. 2 secs. for the half-mile, 53 secs. for the quarter, and 20 feet for the long jump. Whilst serving in Emperor of India and Nelson he was in the ships' cross-country teams and ran the half-mile in the medley relay teams. He was captain of Nelson's cross-country team when they won the first and second prizes in the Portsmouth Command Championships.

Up to the outbreak of war, Sinfield acted as Honorary Secretary or Assistant Honorary Secretary of the local club whenever available, and in 1939 organized the Hampshire County Championships at the Pitt Street track. During the war he was to be seen at odd places, taking runners ashore for exercise. As Sports Officer of H.M.S. Dido he produced a soccer team which was practically unbeaten; during a period in the States, this team visited Yale, West Point and Princeton.

In 1945 he was Secretary of the Portsmouth A.C., which combined Service and civilian athletes to get things moving, and since 1946 has been Honorary Treasurer of the R.N.A.C. (S).

In 1941, Sinfield was elected a Vice-President of the Hampshire County A.A.A. and has been their Chairman



since 1947. In 1947 he also became a member of the R.N. A.A.A. Working and Selection Committees. Always a firm believer in having officials who know their job, he was largely instrumental in building up the present R.N. list of graded A.A.A. officials.

At the 1948 Olympic Games, Sinfield operated one of the wind gauges; this was the first time that a complete meteorological record was kept at any Games so that performances could be compared with other Games.

Referee

A Field Event Judge at Southern, A.A.A., and Inter-County Championships, and at International events for several years, Field Events referee at the Southern Championships in 1953 and the Floodlight International in September, 1954. This year's appointments include Field Events referee at the A.A.A. Championships at the White City and at the September Floodlight International.

Sinfield's other interests include stamp-collecting (he is Chairman of the Portsmouth and District Philatelic Society), gardening, angling, and bass stalwart in the Drayton Methodist Choral Society.

H.M.S. OSPREY

Turning to more parochial affairs, Osprey won the annual cricket match between the Wardrooms of Osprey and Vernon on June 24 by 137 runs to 85, thus retaining the "Chipped Bat" Trophy. In a sailing match on the same day and instituted this summer, Osprey won convincingly by 28½ points to Vernon's 14.

Trophy Winner

Osprey Sailing Regatta took place on the last two days of June and July 1, using a special short triangular course. There were four heats in all, giving the splendid total of 30 coxswains. The winner and second from one heat and the first three from the other heats made a total entry of eleven for the final on July 1. This was most fittingly won by the Sailing Officer, Lieut. D. W. Brown, crewed by P.O. Drake, and he therefore holds for a year the Balfour Trophy, first presented last summer by Capt. Balfour. The first rating to cross the line was P.O. Buxton in third place, crewed by P.O. Gray.

The annual Shooting Competition for the Morse Cup was held on Monday, July 11 and won by Osprey Wardroom against twenty other teams from Osprey and other local ships and establishments connected with the A/S world, and the local branch of

In Memoriam

T. J. Mansfield, Able Seaman, P/SFX 908575, R.N. Barracks, Portsmouth. Died July 9, 1955.

E. J. Raddie, R.E.M.I, P/MX 893891, H.M.S. Phoenix. Died July 9, 1955.

the R.N. and R.M. Association. This cup was presented by Rear-Admiral H. E. Morse, D.S.O. (Retd.) in 1935 when he was Captain of H.M.S. Osprey and is awarded to the winners of a rifle team tile knock-out competition.

We offer our congratulations to their recent promotions to our Training Officer, Cdr. J. R. Blake, to Surg.-Cdr. (D) W. E. A. Watson, L.D.S., and to our former Senior Instructor Officer, Inst.-Cdr. S. S. Stevenson. We wish them every success.

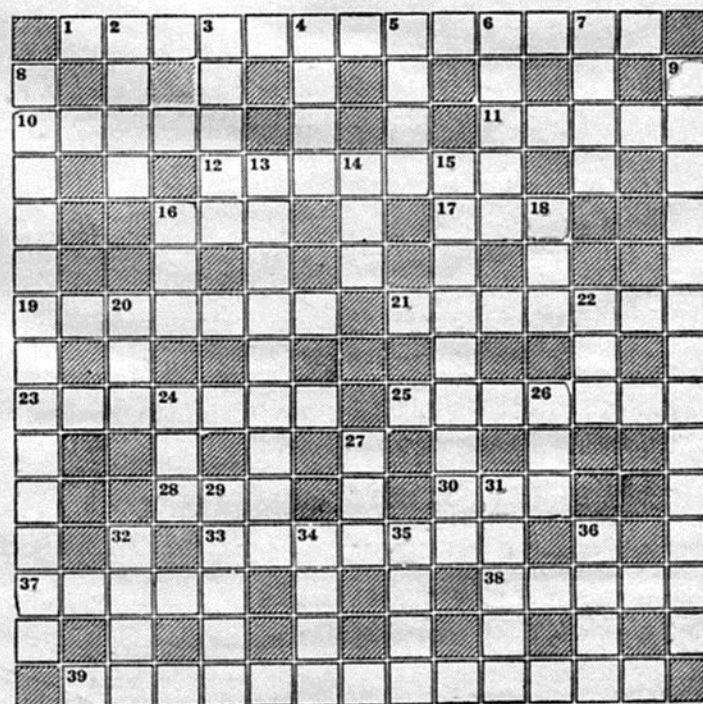
Navy News Crossword—No. 13

A prize of £1 1s. will be given for the first correct solution opened on August 18

The winner of last month's Crossword was:

F. A. Tant, Yeo, Sigs., C/JX 151517, 221 Mess, H.M.S. Liverpool, c/o F.M.O., Portsmouth,

to whom a cheque for one guinea has been sent.



CLUES ACROSS

- United Nations? (13).
- Slip smoothly along (5).
- Cancel out (5).
- Cut (7).
- Mixed in 12 (3).
- Adjectival part of 23 (3).
- Rub lace, anag. (7).
- Two kinds of fighting for a bird (7).
- A fresh opening in the City (7).
- Take a hold on yourself, father. He was famous (7).
- In short, this is a 1 across (3).
- Not one score (3).
- Gives notice to the hotel? (7).
- The outside-forward who didn't score? (5).
- Anagram of what the G.P.O. deals with (5).
- ... but otherwise we are prone to be prone (6, 2, 5).

CLUES DOWN

- Confused gap in old poetry (4).
- Same as 17 (5).

- Study a letter (4).
- Outbreak of hastiness? (4).
- Line of business (5).
- Confesses to have (4).
- Comes from a windy eye? (1, 8, 4).
- Attraction in Bedfordshire on May 1 (6, 3, 4).
- Machine of modern science that starts as a two-wheeled vehicle does (9).
- Boy who is repeated for native music (3).
- What the "Books" would like someone to advocate (3, 6).
- Taken at breaks (3).
- An uncooked return from 20 (3).
- See 18 (3).
- Epitaph for a rascal? (3).
- A fresh creature? (3).
- A completely useless blow, proverbially (9).
- Greek 35 (3).
- Sir, you have lost your head (5).
- Put in (5).
- Comic animal for children (4).
- Born in 500 A.D. or B.C.? (4).
- See 27. Not where Sappho sang? (4).
- Boy often found in a landsman's family (4).

SPORTS PAGE

MODERN PENTATHLON

IN ANCIENT Greece the Pentathlon or competition of five Field events was the most important feature in the Ancient Olympic Games, and the winner, who had to compete in all five events, was declared the Victor of the Games.

It was not until the Fifth Olympiad of the present series that a Modern Pentathlon Competition was included for the first time in Stockholm in 1912. The Committee desired to include in the Games a competition which would embody all the qualities of a modern sportsman. In this competition the athlete is required to compete a horse across country, fence with the epee, shoot with a pistol in a practice requiring the greatest precision, swim 330 yards, and conclude by running two and a half miles across country—all this in the space of five days.

At Stockholm, Great Britain was represented by one competitor, R. E. Clivard, but thereafter a full team has always been entered at each successive Olympiad from 1920-1948, of which our most outstanding successes have been Vokins seventh at Paris in 1924, Turquand-Young sixth in Amsterdam in 1928, and Legard eighth at Los Angeles in 1932.

The Modern Pentathlon Association of Great Britain was formed in 1923. One of the main objects was to encourage the competition and ensure that Great Britain is well and properly represented at the Olympic Games.

Services Modern Pentathlon

In 1955 the Modern Pentathlon Association of Great Britain Championships will be run by the Army at Aldershot between September 26 and October 1, under the Rules framed by the Union Internationale du Pentathlon Moderne. Over twenty-four teams of three each team will take part.

One Royal Navy team, and two Royal Marines teams, will be entered for the 1955 Championships.

Early this year the Combined Services Modern Pentathlon Association was formed, which is affiliated to the Modern Pentathlon Association of Great Britain.

In 1956 the Combined Services will run their own Championship, but the number of teams will be reduced to two per service. Invitations may be extended to civilian teams or individuals to take part in the C.S.M.P. Association Championships on a very limited basis.

The services will take it in turn to run the C.S.M.P.A. Championships, and the responsibility lies with the Army in 1956, the R.A.F. in 1957, and the Royal Navy in 1958.

The R.N. Championships were held at Lymington on July 14 and 15 and seventeen competitors entered for this exacting competition which is completed in forty-eight hours.

Results: 1. Sgt. Rees, R.M., 4,027 points; 2. Sub-Lieut. Gunn, R.N., 3,870 points; 3. Cpl. Taylor, R.M., 3,777 points; 4. Mid. Peace, R.N.V.R., 3,510 points; 5. Lieut. Dougan, R.N., 3,231 points; 6. Lieut. Quesada, R.M., 3,210 points.

Individual winners in each event: Shooting—Sgt. Beaton, R.M. Running—Sub-Lieut. Bertyn, R.N. Fencing—Capt. Stewart, R.M. Swimming—Cpl. Anderson, R.M. Horse Riding—Mid. Peace, R.N.V.R.

HOME FLEET SPORT

SINCE THE last issue, Home Fleet ships have dispersed on visits to various foreign ports—most notable of which was the visit of a Squadron, comprising Tyne (Commander-in-Chief, Home Fleet), Bulwark, Apollo, Undine, Urania, Artemis and R.F.A. Olga, to Stockholm. It goes without saying that every form of sports activity was included in the official programme—and a lot unofficially!

The high-light was an Association Football Match between the British Ships and the Swedish Navy, played on the magnificent Olympic Stadium ground before a large crowd. It is therefore pleasurable to record a victory for the visiting ships by 4-2 in which the following represented the R.N. team:—

L.M.(E.) Manders (Bulwark); L./Sig. Hunt (Tyne); L./Air. Lewis (Bulwark); M.(E.) Ward (Bulwark); L./Ck. Bartlett (Bulwark); P.O. Elect. Morris (Tyne) (Capt.); P.O. Wtr. John (Tyne); P.O. Barnes (Undine); M.(E.) Millar (Bulwark); C.E.A. Rees (Bulwark); A.B. Hutchinson (Tyne).

A series of fixtures took place at the many other ports visited, and then,

after a large NATO exercise, the Home Fleet re-assembled at Rosyth. During this period games were played at ship level versus NATO ships in company and the following Fleet competitions were held:—

Home Fleet Cricket Final

Won by H.M.S. Bermuda; scores, Bermuda 208 (Mid. Rodd 55, Cd. Shpt. Stephenson 50) (Pickering 3 for 37, Doodwell 3 for 58). Theseus 154 (Smith 46, Smart 6 for 46).

Home Fleet Sailing

Rawson Bowl (Ratings' Dinghy). 19 Starters. 1st, N.S.U.Y. Belfrage, Ocean; 2nd, A.B. Coles, Apollo; 3rd, P.O. Wells, Tyne.

Bradford Cup (Officers' Dinghy). 18 Starters. 1st, Surg.-Lieut. Mead, Tyne; 2nd, Lieut.-Cdr. Haig, Theseus; 3rd, Lieut.-Cdr. Vaughan-Lewis, Theseus.

Strathcona Trophy

(Team Sailing Race—Whalers and Dinghies.) 20 Starters.

1st, Glasgow, 27½ points; 2nd, Theseus, 26 points; 3rd, Tyne/Apollo, 25½ points; 4th, Ocean, 13 points; 5th, Bermuda, 9 points.

1st Whaler—Commander Peyton-Jones, Glasgow; 1st Dinghy—Surg.-Lieut. Mead, Tyne.

TENNIS

R.N. Women's Inter-Command Tennis Tournament

The result of the Inter-Command Tournament played at H.M.S. Dauntless, June 23 and 24, was as follows: Air Command, 16 points; Portsmouth Command, 9 points; Portsmouth Command, 8 points; Plymouth Command, 3 points.

The R.N. Men's Inter-Command Tennis

Played at Chatham, July 15 and 16, with the following result: Portsmouth Command, 18 points; Nore Command, 13 points; Air Command, 12 points; Plymouth Command, 11 points.

The successful Portsmouth team who thus retain the Inter-Command Cup for the third year included the following players: Lieut. Trenham, R.M., Coder Pring, Ord. Sea. Jackson, Inst. Lieut.-Cdr. Mellows, Staff-Sgt. Nicholson, R.M., Lieut.-Cdr. Eberle and Lieut.-Cdr. Hanna, R.A.N.

The above team laid the foundation of its success by winning 12 out of 18 singles.

Portsmouth Command Tennis Tournament

Open Singles—1st, 2/Lieut. D. Trenham, R.M., Hornet; Runner-up, Cdr. J. D. L. Repard, R.N., Vernon. Open Doubles—1st, Cdr. J. D. L. Repard, R.N. and Lieut. D. Eberle, R.N., Excellent; Runners-up, Coder D. Blakiston, Victory Barracks, O./Sea. A. Jackson, Res. Fleet.

Plate Singles—Inst. Sub-Lieut. Wilson, Collingwood; Runner-up, Shpt. Art. Gundry, Excellent.

Plate Doubles—Wtr. Batten and L./Wtr. Bilson, Res. Fleet; Runners-up, Ord. Sea. Southgate and Ord. Sea. Davidson, Res. Fleet.

W.R.N.S. Tournament

Open Singles—1st, Wren Lane; Runner-up, P.O. Wren Overton. Open Doubles—Miss Beazley, Comm. V.A.D. and Miss Hampton, Head V.A.D.; Runners-up, 2/Off. Archer, W.R.N.S. and Wren Cullen.

PORTSMOUTH COMMAND ATHLETICS

THE COMMAND Athletics meeting was held on June 21 and 22, the first day being taken up chiefly with heats and preliminary field event eliminations. From a very large entry the finalists produced some very good races and competitions. For the establishment trophy the holders H.M.S. Collingwood had been expecting a very hard fight against teams from H.M.S. Excellent and H.M.S. Victory but the final margin by which they retained the trophy was much larger than had been anticipated. P.O. Buck was unfortunately unfit to run in the sprints but his Inter-Command performances are reported elsewhere in this issue.

The Pole Vault produced some of the best vaulting for several years by Sub-Lieut. Jones but he later fell when competing in the 120 yards hurdles and was unable to compete for the Command at Plymouth. In the 440 yards hurdles we saw several runners who are usually seen at other distances and the winger, App. Docherty, showed that a good quarter-miler

should try this event as a second string as the standard of performance in this particular event is not high in the Service. Mid. Jenkins did not do himself justice with his 5 ft. 9 in. winning the high jump as he is capable of at least another inch over this height. L.E.M. Champion took the weight title vacated by the retirement of Sgt. Savidge from active athletics on leaving the Royal Marines and his putt of 43 ft. 9 in. was a foot better than that which later won the Navy title. P.O. Sharp after running a mile in under 4 mins. 19 seconds the previous week was content to win this event with a mere 4 mins. 30 secs.

App. Arrow, who has been selected to crash through the modern hurdles like Geoff Elliott won this event easily and his times are progressively improving. Three competitors in the hop, step and jump all beat the Navy standard distance of 41 feet and so did the first three in the hammer, beating 125 feet.

The sprints were shared by E. M. Ross and L. S. Shelton who changed positions from the 100 to the 220. C.P.O. Harvey pulled one out of the bag to win the discus but disappointed in the Inter-Command meeting. L./Sea. Haskell won the steeplechase comfortably and Inst.-Lieut. Thomas has developed into a good second string for this event. App. Docherty beat Sub-Lieut. McLaren in the half mile but McLaren was not at his best as the result at Plymouth indicated. L./Sea. Glover scored a good double in the long jump and hop, step and jump. 2/Lieut. Donnelly, R.M., has been coming to the fore as a useful three-miler and won this race very easily.

Portsmouth Command Athletic Meeting

100 Yards—1st, E.M. Ross, Collingwood (10.6); 2nd, L./Sea. Shelton, Dryad; 3rd, Lieut. Sinclair, Excellent.

440 Yards—1st, Lieut. Sinclair, Excellent (52.4); 2nd, O. A. Julian; 3rd, App. Docherty, Collingwood.

1 Mile—1st, P.O. Sharp, Dryad (4-30.2); 2nd, L./Sea. Haskell, Excellent; 3rd, 2/Lieut. Donnelly, R.M., R.M.B.

440 Hurdles—1st, App. Docherty, Collingwood (60.7); 2nd, App. Arrow; 3rd, Sub-Lieut. Jones, Excellent.

3,000 Metres—1st, L./Sea. Haskell, Excellent (10-10.2); 2nd, Inst.-Lieut. Thomas, Collingwood; 3rd, App. Dailey, Collingwood.

Long Jump—1st, L./Sea. Glover, Victory (21 ft. 1 in.); 2nd, Lieut. Moss, Excellent; 3rd, E. M. Ross, Collingwood.

Javelin—1st, App. Keld, Collingwood (154 ft. 1 in.); 2nd, Mne. Burt, R.M.B.; 3rd, App. Bartel, Collingwood.

Discus—1st, C.P.O. Harvey, Victory (116 ft. 2 in.); 2nd, C.P.O. Johnson, Victory; 3rd, L.E.M. Champion, Res. Fleet.

Weight—1st, L.E.M. Champion, Res. Fleet (43 ft. 9 in.); 2nd, C.P.O. Johnson, Victory; 3rd, C.P.O. Harvey, Victory.

220 Yards—1st, L./Sea. Shelton, Dryad (24); 2nd, E.M. Ross, Collingwood; 3rd, App. Trigg, Collingwood.

880 Yards—1st, App. Docherty, Collingwood (2.4); 2nd, Sub-Lieut. McLaren, Mercury; 3rd, L./Sea. Lines, Dryad.

3 Miles—1st, 2/Lieut. Donnelly, R.M. (15-29); 2nd, P.O. Sharp, Dryad; 3rd, S.A. Dewnap, Victory.

120 Hurdles—1st, App. Arrow, Collingwood (16.9); 2nd, App. Randall, Collingwood; 3rd, A.B. Searle, Individual.

High Jump—1st, Sub-Lieut. Jenkins, Excellent (5 ft. 9 in.); 2nd, Inst.-Lieut. Goffe, Collingwood; 3rd, Cdr. Alexander, Mercury.

Hop, Step and Jump—1st, L./Sea. Glover, Victory (42 ft. 5 in.); 2nd, E.M. Mason, Res. Fleet; 3rd, App. Scott, Collingwood.

Hammer—1st, C.P.O. Johnson, Victory (149 ft. 3 in.); 2nd, P.O.M.(E.) Young, Victory; 3rd, P.O. Kirkby, Excellent.

Pole Vault—1st, Sub-Lieut. Jones, Excellent (10 ft. 6 in.); 2nd, App. Randall, Collingwood; 3rd, App. Bartlett, Collingwood.

The following qualified for R.N.A.A.A. Standard medals:—Hammer—P.O. Kirkby (125 ft. 0 in.) and P.O.M.(E.) Young (129 ft. 2 in.). Pole Vault—Sub-Lieut. Jones, R.N. (10 ft. 6 in.).

Weight—Sub-Lieut. Prior, R.N. (38 ft. 11 in.).

SWIMMING

Portsmouth Command Swimming Results 1955

100 Yards Free Style—1st, Mne. Gould, R.M.B.; 2nd, L./S.B.A. Smith, Haslar; 3rd, L./Sea. Gibson, Victory. Time: 61.2 secs.

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THE RIZLA MAN

100 Yards Back Stroke—1st, Sub-Lieut. Dowling, Victory; 2nd, E.R.A. Smith, Victory; 3rd, App. Tate, Collingwood. Time: 64 secs. (new Navy record).

220 Yards Free Style—1st, Mid. Barrow, Causton; 2nd, L./Sea. Gibson, Victory; 3rd, Cdr. Forsberg, O.B.E., R.N. Time: 2 mins. 31.1 secs.

100 Yards Breast Stroke—1st, A.B. Purkiss, Victory Barracks; 2nd, L./Wtr. Martin, Victory; 3rd, L./Sea. Pinchen, Victory. Time: 73.2 secs. (new Navy record).

440 Yards Free Style—1st, Mid. Barrow, Causton; 2nd, E.M. Simmons, R.M.B.; 3rd, R.E.M. Hancock, Rinaldo. Time: 5 mins. 49.5 secs.

663 Yards Free Style—1st, L./S.B.A. Smith, Haslar; 2nd, Mne. Gould, R.M.B.; 3rd, L./Sea. Gibson, Victory; 4th, E.R.A. Smith, Victory. Time: 36.8 secs.

100 Yards Butterfly Stroke—1st, P.O. Ogden, Victory; 2nd, E.R.A. Gooderham, Victory. Time: 75 secs.

One Mile—1st, Mid. R. Barrow, Causton; 2nd, Cdr. C. Forsberg, O.B.E., R.N.; 3rd, Mne. I. Smith, R.M.B. Time: 25 mins. 54.4 secs.

Diving Springboard—1st, Ord. Sea. B. Drage, Res. Fleet; 2nd, L./Sea. K. Stevens, Victory; 3rd, L./Sea. R. Bates, Victory.

Diving Firmboard—1st, L./Sea. B. Stevens, Victory; 2nd, Ord. Sea. B. Drage, Res. Fleet; 3rd, L./Sea. G. Scott, Victory.

R.N.W.S.

Diving Springboard—1st, Wren S. Lewis, Mercury; 2nd, Hd.V.A.D. J. Workman, Collingwood.

Diving Firmboard—1st, Wren S. Lewis, Mercury.

100 Yards Free Style—1st, Wren Alberry, Mercury; 2nd, Wren Lynn, Victory. Time: 75.2 secs.

663 Yards Back Stroke—1st, Wren Smith, Mercury; 2nd, Wren Miller, Vernon. Time: 57 secs.

663 Yards Free Style—1st, Wren Alberry, Mercury; 2nd, Wren Crossley, Mercury; 3rd, Wren Lynn, Victory. Time: 46 secs.

663 Yards Breast Stroke—1st, Wren Lewis, Mercury; 2nd, Wren Crossley, Mercury; 3rd, Wren Smith, Mercury. Time: 62.2 secs.

R.N.W.S. Relay—1st, Mercury; 2nd, Victory; 3rd, Vernon; 4th, Collingwood. Time: 73.2 secs.

Team Points & Placings

1st, H.M.S. Collingwood, 99 points; 2nd, H.M.S. Excellent, 56 points; 3rd, H.M.S. Victory, 51 points; 4th, H.M.S. Dryad, 41 points; 5th, R.M.B. Eastney, 24½ points; 6th, H.M.S. Mercury, 22 points; 7th, Reserve Fleet, 21 points; 8th, H.M.S. Dolphin, 9 points; 9th, H.M.S. Hornet, 9 points; 10th, R.N.H. Haslar, 5 points; 11th, Portsmouth Squadron, 4 points; 11th, H.M.S. Vernon, 4 points; 13th, H.M.S. Diligence, 3 points.

R.N.W.S. Results:—

Team Points & Placings
1st, H.M.S. Mercury, 38 points; 2nd, H.M.S. Victory, 30 points; 3rd, H.M.S. Vernon, 19 points; 4th, H.M.S. Collingwood, 15 points; 5th, R.M.B. Eastney, 1 point.

Command Championships

The Command Swimming and Diving Championships took place on July 5 and 6.

Most of the races were very keenly contested but the high-lights were the setting up of two new Navy records, subject to confirmation, in the Finals.

Sub-Lieut. Dowling in the 100 yards Back Stroke with a time of 64 secs beat the previous record set up in 1946 by Lieut. A. Kinnear of 64.8 secs, whilst the time of 73.2 by A.B. Purkiss in the 100 yards Breast Stroke bettered the 73.6 secs of R.E.M. Dix achieved in 1948.

It was most noticeable that the winners and runners-up in the Championships were men and women who had been attending at the Baths regularly for training since March. The moral is obvious.

Command Team

The Command Swimming and Polo teams visited Jersey on July 13 and 14 and had a most successful trip.

The swimming events took place in the Havre des Pas Pool, the Command team being the winners by 18 points to 6, winning every event. The Water Polo was played by floodlight, and the Command were again successful, by 6 goals to 4.

The results of the fixtures with civilian clubs are as follows:—Swimming—Played 8, Won 6, Lost 2.

Water Polo—Played 8, Won 5, Drawn 1, Lost 2, altogether a very satisfactory season.